REPORT OF THE INTERGOVERNMENTAL GROUP TO MONITOR THE SUPPLY AND SHIPPING OF OIL AND PETROLEUM PRODUCTS TO SOUTH AFRICA

GENERAL ASSEMBLY

OFFICIAL RECORDS: FORTY-SIXTH SESSION

SUPPLEMENT No. 44 (A/46/44)

UNITED NATIONS

REPORT OF THE INTERGOVERNMENTAL GROUP TO MONITOR THE SUPPLY AND SHIPPING OF OIL AND PETROLEUM PRODUCTS TO SOUTH AFRICA

GENERAL ASSEMBLY

OFFICIAL RECORDS: FORTY-SIXTH SESSION

SUPPLEMENT No. 44 (A/46/44)

UNITED NATIONS

New York, 1992

NOTE

Symbols of United Nations documents are composed of capital letters combined with figures. Mention of such a symbol indicates a reference to a United Nations document.

The present document was also submitted to the Security Council under the symbol S/23126.

[Original: English]

[3 February 1992]

CONTENTS

		Paragraphs	Page
LETTER OF TRANSMITTAL			iv
I.	INTRODUCTION	1 - 10	1
II.	STATUS OF THE OIL EMBARGO AGAINST SOUTH AFRICA	11 - 20	3
III.	ACTIVITIES OF THE INTERGOVERNMENTAL GROUP	21 - 46	5
	A. Cases of alleged violations of the oil embargo reported between 1987 and 1991	25 - 30	5
	B. Survey of port calls reported in 1990 and 1991	31 - 33	7
	C. Possibility of forgeries of documentation	34 - 40	7
	D. Hearings on the status of the oil embargo	41 - 46	8
IV.	MODEL LAW FOR THE EFFECTIVE ENFORCEMENT OF THE OIL EMBARGO AGAINST SOUTH AFRICA	47 - 61	10
V.	CONCLUSIONS AND RECOMMENDATIONS	62 - 68	12
	A. Conclusions	62 - 67	12
	B. Recommendations	68	13

Annexes

I.	A. Ships and companies reported to have been involved in supplying oil to South Africa between 1987 and 1990	14
	B. Communications between Governments and the Intergovernmental Group concerning cases of alleged violations reported between 1987 and 1990	35
II.	Summary of cases of alleged violations reported in 1991	37
III.	Survey of unclarified tanker calls at South African ports reported in 1990	51
IV.	Survey of unclarified tanker calls at South African ports reported in 1991	59

LETTER OF TRANSMITTAL

13 September 1991

Excellency,

I have the honour, in accordance with paragraph 6 of General Assembly resolution 45/176 F of 19 December 1990, to transmit herewith the report of the Intergovernmental Group to Monitor the Supply and Shipping of Oil and Petroleum Products to South Africa, which was adopted unanimously on 13 September 1991.

On behalf of the Group, I would like to request that this report be issued as a document of the General Assembly and of the Security Council.

Accept, Excellency, the assurances of my highest consideration.

(Signed) Anthony B. NYAKYI
Chairman
Intergovernmental Group to Monitor the
Supply and Shipping of Oil and
Petroleum Products to South Africa

His Excellency
Mr. Javier Pérez de Cuéllar
Secretary-General
United Nations

I. INTRODUCTION

1. The Intergovernmental Group to Monitor the Supply and Shipping of Oil and Petroleum Products to South Africa was established by the General Assembly in its resolution 41/35 F of 10 November 1986. Since then the work of the Intergovernmental Group has been endorsed by the General Assembly, most recently in Assembly resolution 45/176 F of 19 December 1990. The Intergovernmental Group consists of the following Member States: Algeria, Cuba, Indonesia, Kuwait, New Zealand, Nicaragua, Nigeria, Norway, Ukraine and the United Republic of Tanzania. At its meeting on 22 March 1991, the Intergovernmental Group re-elected Mr. Anthony B. Nyakyi (United Republic of Tanzania) as Chairman, Ms. Nabeela Al-Mulla (Kuwait) as Vice-Chairman and Mr. Sverre Bergh-Johansen (Norway) as Rapporteur for the current year.

2. Representatives of the liberation movements of South Africa, namely, the African National Congress of South Africa (ANC) and the Pan Africanist Congress of Azania (PAC), have participated in the meetings of the Intergovernmental Group as observers. The Intergovernmental Group, since its inception, has cooperated with the Organization of African Unity (OAU) and other intergovernmental and non-governmental organizations.

3. Since its report to the General Assembly at its forty-fifth session, 1/ the Intergovernmental Group has continued its work following the same lines as in previous years. It has considered information received on alleged violations and port calls in South Africa of ships that have the capability of carrying oil and petroleum products. In its efforts to conclude its investigation of cases reported in the past, the Intergovernmental Group sent a final reminder to Governments concerned regarding the cases reported in the years 1987 to 1989 in order to provide Governments with the opportunity to present findings of investigations conducted with regard to the cases. These cases appear in annex II of the above-mentioned previous report of the Intergovernmental Group.

4. The Intergovernmental Group is maintaining contacts with Governments, intergovernmental and non-governmental groups on all questions that fall within its mandate. The contributions of non-governmental groups have been especially valuable for the work of the Group. Close and cooperative relations are maintained between the Group and the Special Committee against Apartheid, which is the focal organ at the United Nations, in all issues related to apartheid.

5. The Intergovernmental Group has taken note of the interim report of the Special Committee against Apartheid (A/AC.115/L.675), which highlighted the inability or unwillingness of the South African regime to take impartial and effective measures in order to bring under control a situation of violence which has contributed to a climate of distrust and turmoil in the country. In such circumstances, limited progress has been achieved in the recent period towards the creation of a climate conducive to negotiations for the adoption of a democratic constitution in spite of the repeal of main apartheid legislation. The end of violence, the release of all political prisoners, the repeal of all repressive legal structures were seen as some of the measures required to open the road towards substantive negotiations. The international community's task should be to foster, through pressure and assistance, the

process of negotiations on a new constitution and see to it that a united, non-racial and democratic society in South Africa is established as soon as possible.

6. The Intergovernmental Group has been mandated to ensure an effective embargo on the supply and shipping of oil and petroleum products to South Africa. It therefore continues to take action to assist Governments in fully implementing their embargoes or comparable policies. It has also endeavoured to promote public awareness of the embargo and to persuade Member States to adopt measures and/or legislation to broaden the scope of the embargo and help in closing existing loopholes. Since the objective of sanctions in general, and the oil embargo in particular, is to bring pressure on South Africa towards ending apartheid, and since the ban on oil and petroleum products is considered essential for maintaining pressure on South Africa, the Intergovernmental Group considers that the oil embargo is of vital importance. The General Assembly considered last year that the oil embargo should be maintained until profound and irreversible changes take place in that country. Such changes will be achieved in South Africa when its people, irrespective of colour, race or ethnic origin, have control over their destiny and freely determine their affairs within a democratic and non-racial system of government.

7. With the aim of consulting experts and non-governmental organizations on the issue of the oil embargo and its prospects, the Intergovernmental Group conducted hearings on the status of the oil embargo on 15 August 1991 with university professors and representatives of non-governmental organizations.

8. The Intergovernmental Group also recommended that the General Assembly at its forty-fifth session consider commending the draft model law on the oil embargo against South Africa to all States. Upon the approval of that recommendation and the adoption of General Assembly resolution 45/176 F, the Chairman of the Intergovernmental Group transmitted the proposed model law to Governments and requested information on action taken in that regard. The Intergovernmental Group, in presenting this model law, hopes that Governments will take effective measures to prevent the export of their oil and petroleum products and/or transport of such commodities by ships flying their flags or chartered or managed by companies within their jurisdiction. The model law contains provisions for penalties on the violations of the oil embargo.

9. The Intergovernmental Group had previously dealt with cases of possible violations of the oil embargo which were eventually removed from consideration because of lack of evidence. This year new information on possible forgeries of documentation previously accepted was submitted to the Intergovernmental Group. This led to cases being reopened. The current status of this work is set out in section III C of the present report.

10. The present report was adopted by the Intergovernmental Group at its 12th meeting, held on 13 September 1991.

II. STATUS OF THE OIL EMBARGO AGAINST SOUTH AFRICA

11. The General Assembly, by establishing the Intergovernmental Group to Monitor the Supply and Shipping of Oil and Petroleum Products to South Africa in resolution 31/35 F of 10 November 1986 has, for the first time in the history of the United Nations, set up a mechanism to monitor the implementation of voluntary sanction measures. This involves surveillance of oil shipments to South Africa and requests to Governments to investigate either the sale or the shipping of crude oil and petroleum products. With few exceptions, Member States have responded positively to queries of the Intergovernmental Group.

12. While some Member States have not extended their cooperation to the Intergovernmental Group, they did adopt measures to halt the supply of oil to South Africa; for instance France, the United Kingdom of Great Britain and Northern Ireland and the United States America. The first two States mentioned took such action as members of the European Community, and the latter through its 1986 Comprehensive Anti-Apartheid Act. Bans on oil supplies were recently lifted by the United States, Israel and Finland.

13. The Intergovernmental Group took note of the declaration of the Nordic Foreign Ministers on the situation in South Africa adopted at their meeting of 20 August 1991. It was stated in the declaration that the Ministers agreed to monitor closely the situation in South Africa so as to assess when it opens the possibility of a repeal of those sanctions which are still in force in the Nordic countries.

14. The Intergovernmental Group took note of the statement made at the meeting of the Ad Hoc Committee on South Africa of the Organization of African Unity (OAU), on 29 July 1991, which observed that sanctions had been a potent weapon and an integral part of the strategy in the struggle against apartheid. They have, to a large extent, been instrumental in raising the cost of apartheid and compelling the regime to accept the principle of negotiation. As a powerful form of pressure, sanctions continue to be needed to bring the apartheid regime to the negotiating table and to keep it committed to the process of change. The OAU Ad Hoc Committee therefore commended those countries which had not yet lifted sanctions, and called on them to maintain sanctions as a form of pressure to ensure constitutional change. It also urged those which had lifted some sanctions to maintain the remaining sanctions, and to use their leverage on the South African regime so as to accelerate the process of constitutional change.

15. The Intergovernmental Group took note of the concluding statement of the meeting of the Commonwealth Committee of Foreign Ministers on South Africa, held in February 1990, where it was agreed that the most effective way of securing the elimination of apartheid would be for sanctions pressure to be maintained by a programmed management approach, relating changes in sanctions application to the adoption of real and practical steps in the destruction of apartheid. The Commonwealth Committee agreed (a) that existing measures be maintained until the obstacles to negotiations are overcome and the major legislative pillars repealed; (b) that trade and economic sanctions should not be modified until some major step has been taken down the path of constitutional reform, such as an agreed constitution-making process; and (c) that the arms embargo should not be lifted until the new post-apartheid South Africa is firmly established.

16. Despite repeated declarations of support and observance of the oil embargo against South Africa from most of the oil-exporting States, oil and petroleum products have continued to flow to South Africa, albeit at a premium price. A number of States have adopted legislation prohibiting the shipping of oil to South Africa. However, with a few exceptions, major shipping States have not taken action in this regard. The World-Wide Shipping Group, based in Hong Kong, continues to be a major shipper of oil to South Africa. A study of the annexes to this report will indicate the possible sources of oil as well as the shipping companies that may have been involved in the oil trade with South Africa.

17. Since February 1990, reports indicate that some Governments, including some in Africa, which had adopted a voluntary ban on the supply of oil and petroleum products to South Africa, were reconsidering their decisions. The repeal of the Group Areas and Land Acts and the amendment to the Population Registration Act, as well as other steps taken by the South African authorities, encouraged and provided justification for certain Governments to end their voluntary bans on the supply of oil and petroleum products to South Africa. However, such lifting of the oil embargo has not been officially declared by any State with the exception of the United States, Israel and Finland. On the other hand, the Intergovernmental Group has taken note of reports on the growing number of talks taking place between some oil-producing States in Africa and South African officials and energy company representatives on possible cooperation in the supply of oil to South Africa.

18. In late April 1991, President De Klerk of South Africa stated that sanctions and the threats of sanctions had obliged South Africa to invest a portion of its savings in strategic reserves, including oil. He admitted that that had been a very unproductive form of investment which had detrimental effects on economic growth and the creation of employment in South Africa. Moreover, a decision was announced to lower the stockpile in order to raise up to 2 billion rand. The economic realities evidently prompted such a sale. The oil embargo has imposed massive costs on the South African economy. Conservative estimates indicate that South Africa has had to spend between US$ 25 billion and US$ 30 billion over the last 12 years in order to overcome the effects of the oil embargo. This has drawn attention to the high costs of maintaining apartheid.

19. Premature lifting of the oil embargo would be counter-productive for the peaceful process in South Africa. At the beginning of September 1991 negotiations had not yet started, and no agreement had been reached on transitional arrangements for drawing up a new constitution. The international community is urged to continue the oil embargo in order to maintain an effective economic and political leverage on South Africa through international pressure.

20. The Intergovernmental Group renews it commitment to monitoring the supply and shipping of oil and petroleum products to South Africa until there is clear evidence of profound and irreversible changes, bearing in mind the objectives of the Declaration on Apartheid and its Destructive Consequences in Southern Africa (General Assembly resolution S-16/1, annex, of 14 December 1989), including in particular the adoption of a non-racial, democratic constitution.

III. ACTIVITIES OF THE INTERGOVERNMENTAL GROUP

21. The major part of the work of the Intergovernmental Group is the collection of data on voyages to South Africa which strongly indicate a delivery of oil or petroleum products to that country. The Group gathers information on the movements of ships that might have violated the embargo from Governments and non-governmental organizations. The data collected are evaluated and each voyage is assigned a case number to ensure accuracy and ease of reference. Inquiries are sent to Governments concerned in order to obtain information that would allow the Group to decide whether a prima facie case exists requiring further information. Once a response is received, the Intergovernmental Group examines closely all the information at its disposal. Since 1987 the Intergovernmental Group has removed a number of cases of alleged violations from further consideration on the basis of any of the following criteria: (1) when the certificate of discharge submitted confirms the delivery of oil to ports other than those in South Africa; (2) when there is no oil-loading facility in the port concerned; and (3) when it is certified that the ship in question is not capable of transporting oil or petroleum products.

22. In 1989, a new area of inquiry was designed to enhance and speed efforts towards an effective oil embargo. The Intergovernmental Group began to collect and examine its own information on port calls that may have resulted in possible deliveries of oil to South Africa. This initiative supplemented the important contributions made by Governments and non-governmental organizations on the subject.

23. In 1991, the Intergovernmental Group again conducted hearings on the status of the oil embargo. It also expanded its investigation by looking into the possibility of forgeries of documentation.

24. Summaries of the Group's various activities are presented below.

A. Cases of alleged violations of the oil embargo reported between 1987 and 1991

25. The Intergovernmental Group has continued to follow up cases of alleged violations by communicating with the Governments concerned, requesting their cooperation in gathering information with the purpose of shedding light as to the accuracy of information regarding each case.

26. In 1991, the Intergovernmental Group queried 77 cases of alleged violations that had occurred mainly during the past 12 months. There were 74 cases involving tankers with a total deadweight ton capacity of over 18 million tons, plus an additional 3 cases involving combination carriers having a total deadweight ton capacity of over 300,000 tons. Most of the cases involved oil-producing States.

27. On 10 May 1991, the Group decided to send a final reminder to Governments concerned regarding cases involving ships and companies reported to have been involved in supplying oil to South Africa between 1987 and 1989. These cases were included in annex II of last year's report of the Intergovernmental

Group. Since the previous report, substantive replies were received, respectively, from the Missions of the Islamic Republic of Iran on 28 January 1991, of Italy on 1 July 1991, and of the Arab Republic of Egypt on 10 July 1991. A summary of the communications received from those Governments is included in annex I, section B, of the present report. As a general policy, the cases are removed from further consideration when sufficient received evidence and documentation dispel the allegations that oil shipments were delivered to South Africa. Those cases are consequently removed from the annexes of the Group's report. The remaining cases are retained in the annex.

28. On 30 April 1991, the Intergovernmental Group sent reminders to Governments concerned regarding cases reported in 1990. Since the previous report, substantive replies were received, respectively, from the Missions of Spain on 17 December 1990, of Qatar on 4 February 1991, of Cyprus on 15 February 1991, of Greece on 27 August 1991 and of the Islamic Republic of Iran on 29 August 1991. A summary of communications received from those Governments is given in annex I, section B, of the present report. Documentation received was reviewed, and the cases with sufficient evidence to dispel the allegations that the oil shipments in question had probably been delivered to South Africa, were closed. The cases were consequently removed from annex I of the present report. The remaining cases, where sufficient evidence has not been received, have been included in annex I, section A, of the present report. Section A of annex I of the present report contains 230 cases.

29. On 29 May 1991, notes verbales were sent to Governments concerned informing them of 64 cases of alleged violations reported in 1991 and requesting them to verify the information or submit documentation indicating the contrary. On 18 July 1991, notes verbales were sent to Governments concerned on 13 additional cases of alleged violations, bringing the total to 77 cases of alleged violations reported in 1991, involving 38 ships. Queries were sent to 22 Member States. Substantive replies were received, respectively, from the Missions of Bahrain on 10 July 1991 and of the Islamic Republic of Iran on 29 August 1991. Summaries are included for cases 91-026, 91-39 and 91-056 in annex II of the present report. Where necessary, reminders were sent on 2 August 1991. The details of the cases are included in annex II of the present report.

30. A number of cases which mentioned Fujairah Anchorage in the Persian Gulf as the last known port of call before the ship allegedly went to South Africa, were deleted from the Group's reports. The deletions were made on the basis of information received from the Government of the United Arab Emirates which stated that there is neither an oil port nor any other port for loading and transporting oil in Fujairah Anchorage. Further investigation showed, however, that the ships in question may have sailed from the anchorage to one or more unknown oil-exporting countries in the Persian Gulf, or may have received oil from small ships coming from other parts of the Gulf. After loading oil, the ships allegedly sailed to South Africa. To close cases on this basis would be to overlook the possibility that all the calls made by a ship in the Persian Gulf area have not been reported. The Intergovernmental Group therefore decided to reopen three cases involving the ships Fidius, Rafio and Ethnic. These cases had been deleted from the Group's reports owing to the fact that the last known port of call before the alleged delivery had been Fujairah Anchorage. In light of the above, the Chairman of the

Intergovernmental Group sent inquiries to Governments concerned requesting information as to whether oil had been delivered to South Africa. Details on the three cases are included in annex I, section A, of the present report.

B. Survey of port calls reported in 1990 and 1991

31. During 1990 the Intergovernmental Group sent inquiries to the Governments concerned for a total of 246 cases of port calls that had occurred in the previous year, and removed 39 cases from further consideration after receiving information from Governments that excluded the possibility of a delivery of oil or petroleum products. During 1991, the Intergovernmental Group removed another 48 cases from further consideration after receiving information from Governments. In 1991, it collected information on an additional 227 voyages involving 157 ships, most of which took place in calendar year 1990.

32. As it was last year, the majority of the cases involved ships registered in what the Intergovernmental Group has generally termed "oil-shipping States". One State was queried on 54 cases, another on 53 cases, and a third on 43 cases. Twelve cases were removed from further consideration after clarification from Governments concerned was received. Of the remaining cases, 134 involved tankers in the narrower sense, most of which normally carry petroleum products. The total deadweight ton capacity of these tanker cases was about 3.5 million tons. The time-frame in this survey covers the equivalent of a chronological year. One can thus compare, in a meaningful manner, these figures with other statistics collected on an annual basis. Of the 215 remaining cases 188, representing 82 per cent of the tonnage capacity, were accounted for by ships flying the flag of oil-shipping States. Of the total 215 voyages recorded in these cases, 97 had sailed to South Africa from oil-importing countries and 47 from oil-exporting countries. There were 79 cases of combination carriers with a total deadweight tonnage of under 12 million tons.

33. On 29 April 1991, the Chairman of the Intergovernmental Group sent notes verbales to the Governments of 48 States concerning the cases. Reminders were sent, where necessary, by the Intergovernmental Group on 2 August 1991. The remaining cases are appended in annex IV of the present report.

C. Possibility of forgeries of documentation

34. As an established practice, the Intergovernmental Group has removed cases from further consideration based on evidence submitted, and these cases have been deleted from the Group's report. However, in some cases the Group has received new information to the effect that the oil shipments were not delivered to the ports indicated in the documentation with regard to a number of cases which had been removed from further consideration in the past. Evidence suggested that a reconsideration of those cases by the Group would be justified. Information made available to the Group points to the fact that some documentation submitted to Governments, particularly of oil-exporting States, which in turn were submitted to the Intergovernmental Group, might have been forged.

35. The Intergovernmental Group recognizes the fact that the new information does not in any way imply a judgement as to whom executed the forgery. Identifying a forgery does not in itself imply a statement as to which of the parties involved in the shipment would bear responsibility for it, or at what stage of the shipment the forgery occurred. However, it provides strong grounds to suspect a possible delivery of oil to South Africa.

36. As a result of queries from the Intergovernmental Group concerning cases that might have involved forged documentation, one State has drawn the Group's attention to the fact that a number of those cases did not involve ships under that State's jurisdiction. The other alleged shipments are being considered by the State concerned, which has however pointed out that they took place before the adoption of the national law concerning shipping of oil to South Africa. The Intergovernmental Group took note of this reply, and is making inquiries with a view to obtaining further information.

37. Bearing in mind the need for strengthened monitoring mechanisms, especially in regard to certificates submitted to oil-exporting States by oil buyers, the Intergovernmental Group deems the possible reconsideration of cases to be justified.

38. The Intergovernmental Group has recently received new information on a number of cases which had been removed from further consideration in the past. This had been done on the basis of certificates of discharge received indicating that the ships in question delivered oil to ports outside of South Africa. New information indicates that the oil cargoes were not in fact delivered to ports indicated in the documentation. The Group has therefore decided to reopen the cases in question. On 29 July 1991, the Intergovernmental Group sent inquiries to the Governments concerned with the view to requesting assistance in determining whether the documentation is authentic.

39. The following ships are subject to re-examination: Beatrice, Berge Enterprise, Berge King, Berge Prince, Biscaya, Ethnic, Evita, Fidius, Gentle Breeze, Philippine Obo 3 and Singa Star.

40. The Intergovernmental Group recognizes the invaluable contribution from non-governmental organizations, particularly the Shipping Research Bureau based in Amsterdam and EMBARGO based in London. It also acknowledges the efforts of a number of oil-exporting States which have been persistent in their demands that shipping companies and oil traders provide discharge certificates.

D. Hearings on the status of the oil embargo

41. On 15 August 1991, the Intergovernmental Group conducted hearings on the status of the oil embargo against South Africa. The main purpose of the hearings was to examine the status of the oil embargo and the effect of recent developments in South Africa on the positions of Governments with respect to the oil embargo; to encourage the cooperation of Governments and to enhance international adherence to the embargo until apartheid is completely eradicated; to explore ways and means of strengthening cooperation between the Intergovernmental Group and intergovernmental and non-governmental

organizations; and to explore the appropriate timing or conditions for lifting the oil embargo against South Africa.

42. The Chairman of the Intergovernmental Group, His Excellency Anthony B. Nyakyi (United Republic of Tanzania), opened the hearings by stating that recent experience had demonstrated clearly that the international community had the means and the political will to impose its decisions. Sanctions, if closely monitored and fully implemented, could be an important instrument for securing the objectives sought. The South African regime had been able to import its requirement of oil and petroleum products, but at a heavy price. He went on to say that he hoped that countries which had lifted sanctions against South Africa, despite their endorsement of the General Assembly's Declaration on Apartheid, would reconsider their position.

43. The Chairman of the Special Committee, His Excellency Ibrahim A. Gambari (Nigeria), emphasized that the oil embargo was still a necessary component of the pressure that should be applied on Pretoria, and therefore should be maintained. He said that the premature lifting of certain sanctions by some Governments had been counter-productive for the peaceful process in South Africa.

44. Mr. Godwin Mutale S. Mfula, speaking on behalf of the Chairman of the Front-line States, stressed that the process of change in South Africa was not yet irreversible and that the black majority continued to suffer unbearable anguish and injustice under the apartheid system. He added that it was undeniable that sanctions, particularly the oil embargo, had over the years played a significant role in bringing about the current situation in South Africa. Therefore, sanctions were still necessary to compel the regime to end apartheid.

45. The following participated in the hearings: Mr. Solomon Gómez, Observer for the Organization of African Unity; Sister Betsy Clark, President of the Philadelphia Area Coalition for Responsible Investment and member of the Board of Directors of the Interfaith Center on Corporate Responsibility; Mr. Richard Hengeveld, Director of the Shipping Research Bureau; Mr. Wellington Nyangoni, Professor at Brandeis University; and Mr. Richard Lillich, Professor of law at Virginia University. For excerpts from the statements, please see Notes and Documents No. 18/91 of the Centre against Apartheid.

46. The Chairman of the Intergovernmental Group concluded the hearings by emphasizing the consensus which had emerged in the hearings that the oil embargo should not be lifted before profound and irreversible changes had taken place in South Africa, bearing in mind the objective of the adoption of a non-racial and democratic constitution.

IV. MODEL LAW FOR THE EFFECTIVE ENFORCEMENT OF THE OIL EMBARGO AGAINST SOUTH AFRICA

47. The General Assembly has repeatedly called upon all States to adopt effective measures and/or legislation to broaden the scope of the oil embargo in order to ensure the complete cessation of the supply and shipping of oil and petroleum products to South Africa. The issue has been the subject of General Assembly resolutions since 1975. In pursuing its mandate, the Intergovernmental Group has addressed a questionnaire to all Member and non-member States asking for information on, inter alia, "the measures, including legislative, technical and administrative, taken by your Government to prevent oil and shipping companies, whether national of your State or foreign, operating in your country from supplying and/or shipping oil and petroleum products to South Africa ...". 2/

48. Replies received from Governments have been included in annexes to the Intergovernmental Group's reports to the forty-second 3/ and forty-third sessions 4/ of the General Assembly. The Chairman of the Intergovernmental Group, at the end of the hearings on the Oil Embargo held on 12 April 1989, stated that all laws, regulations and measures would be analysed in order to assist in the formulation of a model law that would be presented to Governments for their consideration. This model law would strengthen the oil embargo by assisting Member States in their efforts to close existing loopholes as well as administering and monitoring the embargo more effectively. The strengthening of the oil embargo would further assist in bringing about a peaceful and non-violent end to apartheid in South Africa.

49. It may be recalled that the Intergovernmental Group presented the draft model law to the General Assembly at its forty-fifth session. In its resolution 45/176 F, the General Assembly commended the proposed model law for the effective enforcement of the oil embargo against South Africa to States for their attention, including consideration of the adoption of the general principles of the draft within the context and framework of their own legal practices.

50. In pursuance of General Assembly resolution 45/176 F of 19 December 1990, the Intergovernmental Group submitted, on 23 April 1991, a copy of the proposed model law to all Member States for consideration of the adoption of its principles within the context and framework of their own legal practices, with the request to inform the Group on relevant measures taken. In its efforts to promote public awareness of the embargo, the Centre against Apartheid published the draft model law, as well as statements made by legal experts who have contributed to its formulation (Centre Against Apartheid Notes and Documents No. 10/91).

51. On 16 May 1991, the Government of Norway replied stating that the "Norwegian Government has already provided extensive documentation on the Norwegian legislation as background to the proposed model law on the oil embargo against South Africa. The relevant documentation was forwarded to the Intergovernmental Group by note of 9 February 1990. As described in this documentation, the supply of, inter alia, Norwegian oil and petroleum products to South Africa and the transport of crude oil by Norwegian shipowners to South Africa have been prohibited by statutory law since 1987".

52. On 24 May 1991, the Government of New Zealand, in a note verbale addressed to the Group, stated that "In the New Zealand context, appropriate action has already been undertaken to implement an oil embargo through various national measures. Information on these measures has been submitted in the past to the Secretary-General in response to requests for information taken in implementation of relevant General Assembly resolutions".

53. On 5 July 1991, the Government of the United Arab Emirates stated that "the Government of the United Arab Emirates accepts the proposed model law".

54. On 26 August 1991, the Government of China addressed a note to the Group stating that it "strictly abided by the United Nations resolution regarding the apartheid policy of South Africa and refrained from having any political, economic, trade, scientific or military relationship with the South African authorities".

55. The Government of Finland stated, in a note verbale dated 28 August 1991, that "(it) has decided to gradually lift its sanctions on trade with South Africa beginning on 1 July 1991. As a result of that, commenting on the proposed model law has been considered inappropriate".

56. The Government of the Islamic Republic of Iran referred, in a note verbale dated 30 August 1991, to "restriction rules that National Iranian Oil Company is observing in mutual contract with its customers". It also enclosed a copy of these rules which contain restrictions with respect to South Africa.

57. The Permanent Representative of Sweden, in a note verbale dated 3 September 1991 and addressed to the Chairman of the Group, stated that the "work of the Group on a proposed model law on the oil embargo against South Africa is much appreciated. All trade between Sweden and South Africa is, however, already prohibited by law (Ordinance on the Prohibition of Trade with South Africa and Namibia 1987:477)".

58. The Permanent Mission of Denmark, in a note verbale dated 6 September 1991, informed the Chairman of the Group that "all trade and transport of mineral oil and mineral oil products to and from South Africa on Danish-owned ships is prohibited by Act No. 289 of 4 June 1986, Act Prohibiting Trade with the Republic of South Africa ...".

59. On 2 May and 15 August 1991, the Governments of Papua New Guinea and Indonesia acknowledged receipt of the note verbale sent by the Intergovernmental Group.

60. While the Intergovernmental Group appreciates the value of the steps taken by a number of Governments, it notes that the number of responses so far received has been less than expected. Thus the Chairman of the Intergovernmental Group sent reminders on 14 August 1991 to all States that had not replied to his note of 23 April 1991.

61. The Group once more urges all States, which have not yet done so, to adopt legislative and comparable measures for the successful implementation of the oil embargo and to facilitate coordination of monitoring and enforcement of the embargo between Governments.

V. CONCLUSIONS AND RECOMMENDATIONS

A. Conclusions

62. Since last year's report of the Intergovernmental Group to the General Assembly, 1/ important developments have taken place in South Africa, some of them positive. However, the persisting violence and the limited progress in the issue of release of political prisoners and creating of a climate conducive to negotiations were further exacerbated by the recent disclosures of covert funding of organizations by the South African authorities. By early September 1991, there still was no indication as to when negotiations would start on a new constitution.

63. The Intergovernmental Group, taking the above into account and based on the principles enumerated by the United Nations Declaration on Apartheid and its Destructive Consequences in Southern Africa, adopted by consensus in December 1989, wishes to emphasize that apartheid will be eliminated only when a new constitution is in place and that pressure on South Africa is necessary to obtain this objective. The oil embargo is considered one of the important components of such pressure.

64. Therefore, the Intergovernmental Group believes that it is not opportune to lift the oil embargo against South Africa. Such lifting could be envisaged when there is clear evidence of profound and irreversible changes in South Africa, the objectives of the Declaration on Apartheid being borne in mind.

65. In this context, the Group reiterates the importance of the draft model law for the effective enforcement of the oil embargo against South Africa and all other measures ensuring scrupulous implementation of the embargo.

66. The Intergovernmental Group is convinced that Governments of States where the ships involved are registered could contribute tremendously to the task of investigating the cases of alleged violations and port calls, thus assisting the Intergovernmental Group in its efforts to tighten the oil embargo against South Africa. The Intergovenmental Group, after spending more than two years on investigating cases of port calls, considered that this exercise is an essential part of its work which assists Governments in the implementation of their policies to halt the supply of oil and petroleum products to South Africa by closing a major loophole in the embargo. Any ship of petroleum-bearing capabilities which stopped at any South African port must be investigated to establish whether a violation of the oil embargo did take place or not. Governments therefore are once again called upon to respond promptly and positively by providing information to the Group on these cases.

67. As far as the international community is concerned, the most effective way to enforce the oil embargo remains, in the view of the Intergovernmental Group, the adoption by the Security Council of a mandatory embargo under Chapter VII of the Charter of the United Nations.

B. Recommendations

68. Bearing in mind the above, the Intergovernmental Group recommends to the General Assembly the following measures:

(a) Until there is clear evidence of profound and irreversible changes in South Africa, bearing in mind the objectives of the Declaration on Apartheid, to call upon States to maintain and enforce existing measures prohibiting the supply and shipping of oil and petroleum products to South Africa and to apply strictly the oil embargo or comparable policies on banning the supply and shipping of oil and petroleum products to South Africa;

(b) To commend again the draft model law to States for their consideration and to recommend that they strive for an effective oil embargo by adopting the general principles of the model law, within the context and framework of their own legal practices;

(c) To request again all States to cooperate fully with the Intergovernmental Group, particularly in its investigations into the circumstances of alleged violations of the oil embargo or of port calls of ships capable of carrying oil and petroleum products, including, where necessary, the removal by Governments of legal impediments to such full cooperation;

(d) To call upon States to discourage ships capable of carrying oil or petroleum products in their national registries or owned or managed by companies or individuals under their jurisdiction from engaging in activities that give rise to violations of the oil embargo against South Africa;

(e) To endorse its activities as outlined in this report and provide it with resources necessary to execute its programme of work.

Notes

1/ Official Records of the General Assembly, Forty-fifth Session, Supplement No. 43 (A/45/43).

2/ Ibid., Forty-second Session, Supplement No. 45 (A/42/45), annex I.

3/ Ibid., annex II.

4/ Ibid., Forty-third Session, Supplement No. 44 (A/43/44), annex I.

ANNEX I

A. Ships and companies reported to have been involved in supplying oil to South Africa between 1987 and 1990

Year or Number	Name of Ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
1987	Actor (Liberia)	Actor Maritime Corporation (Liberia)	Mosvold Shipping Company (Norway)	Federal Motorship Corporation (United States of America)		Fateh Terminal, United Arab Emirates (9 April, 15 May and 30 Nov. 1986)
	-same as above-	-same as above-	-same as above-	-same as above-		Mina al Fahal, Oman (11 April 1986)
1988	Actor (Liberia)	Actor Maritime Corporation	Mosvold Shipping Company (Norway)	Federal Motorship Corporation		Sirri Island, Islamic Republic of Iran (21 July 1985)
		-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (9 Sept. 1985)
		-same as above-	-same as above-	-same as above-		Persian Gulf (June 1986)
1988	Akarita (Liberia)	Dominus Shipping Corporation	Uglands Rederi A/S (Norway)	Uglands Rederi A/S (Norway)		Singapore (23 February 1986)
90-060	Alki (Cyprus)	Fresia Navigation Co. Ltd. (Cyprus)	Seaarland Shipping Management (Austria)	Seaarland Shipping Management (Austria)	African Middle East Petroleum (Monaco, Switzerland)	Zeit Bay Terminal, Egypt (7 November 1989)
90-061	-same as above-	-same as above-	-same as above-	-same as above-		Zurku Island, United Arab Emirates (20 June 1988)
90-062	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (8 September 1988)
90-063	-same as above-	-same as above-	-same as above-	-same as above-		Das Island, United Arab Emirates (17 December 1988)
90-077	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (2 May 1989)
90-078	-same as above-	-same as above-	-same as above-	-same as above-		Zurku Island, United Arab Emirates (4 August 1989)
90-079	-same as above-	-same as above-	-same as above-	-same as above-		Mina al Fahal, Oman (13 September 1989)

Year or Number	Name of Ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
1988	Almare Settima (Italy)	Almare di Navigazione SpA (Italy)	Almare di Navigazione SpA (Italy)	Almare di Navigazione SpA (Italy)		Jeddah, Saudi Arabia (3 December 1985)
1988	Almare Terza (Italy)	Almare di Navigazione SpA (Italy)	Almare di Navigazione SpA (Italy)	Almare di Navigazione SpA (Italy)	Sumitomo (Japan)	Sullom Voe, United Kingdom (10 March 1986)
90-059	Ambia Fair (Bahamas)	Ambia Fair Inc. (Bahamas)	Lief Hoegh and Co. A/S (Norway)	Lief Hoegh and Co. A/S (Norway)		Agioi Theodoroi, Greece (unknown date) Suez, Egypt (3 October 1989)
90-041	Azuro (Liberia)	Azuro Shipping Co. (Liberia)	Marimpex (Germany)	Alpha Tankschiffahrt-Beteiligungs-Gesellschaft (Switzerland)	Marimpex (Germany)	Hormuz Terminal, Islamic Republic of Iran (30 December 1987)
90-042	-same as above-	-same as above-	-same as above-	-same as above-	-same as above-	unidentified port, Islamic Republic of Iran (27 March 1988)
90-043	-same as above-	-same as above-	-same as above-	-same as above-	-same as above-	Hormuz Terminal, Islamic Republic of Iran (27 March 1988)
1988	Beatrice (Philippines)	Monet Shipping Corp. (Liberia)	Uglands Rederi A/S (Norway)	Uglands Rederi A/S (Norway)		Yemen (16 May 1986)
1987	Berge Bragd	Sig. Bergesen d.y. and Company (Norway)	Sig. Bergesen d.y. and Company (Norway)	Sig. Bergesen d.y. and Company (Norway)		Khor Fakkan, United Arab Emirates (20 July 1985)
1987	Berge Chief (Norway)	Bergesen d.y. A/S (Norway)	Bergesen d.y. A/S (Norway)	Transworld Oil (The Netherlands)		Mina Al Fahal, Oman (18 March 1987)
1988	Berge Chief (Norway)	Bergesen d.y. A/S Company/Biornstad CIES (Norway)	Bergesen d.y. A/S (Norway)	Bergesen d.y. A/S (Norway)		Mina Al Fahal, Oman (28 June 1986)
						Fateh Terminal, United Arab Emirates (1 July 1986)
1987	Berge Enterprise (Norway)	Bergesen A/S (Norway)	Bergesen A/S (Norway)	Bergesen A/S (Norway)	Marubeni (Japan) British Petroleum (South Africa)	Mina Al Fahal, Oman (25 May 1987)
1987	-same as above-	-same as above-		-same as above-	Marubeni (Japan)	Das Island, United Arab Emirates (11 April 1987)
1987	-same as above-	-same as above-		-same as above-		Mina al Fahal, Oman (25 May 1987)

Year or Number	Name of Ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
1987	Berge King (Norway)	Sig, Bergensen D.Y. & Co. (Norway)	Sig, Bergensen D.Y. & Co. (Norway)	Sig, Bergensen D.Y. & Co. (Norway)	Harimpex (Germany)	Europoort/Rotterdam, Netherlands (7 July 1985)
1987	Berge Pioneer (Norway)	Bergesen A/S (Norway)	Bergesen A/S (Norway)	Bergesen A/S (Norway)		Mina al Fahal, Oman (24 April 1985)
1987	Berge Prince (Liberia)	General Ore International Corporation (Norway/Liechtenstein)	General Ore International Corporation or Bergesen A/S (Norway)	Bergesen A/S (Norway)		Fateh Terminal, United Arab Emirates (17 December 1984) Ras Misalla Port, Egypt (26 Jan. 1985)
1987	-same as above-	-same as above-	-same as above-	-same as above-		Suez Port, Egypt (25 January 1985)
1987	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (17 December 1984)
1987	-same as above-	-same as above-	-same as above-	-same as above-		Ras Misalla, Egypt (26 January 1985)
1987	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (14 March, 1986)
1987	-same as above-	-same as above-	-same as above-	-same as above-		Hormuz, Islamic Republic of Iran (1 April 1987)
1988	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (28 April 1986 Mina Al Fahal, Oman (2 May 1986) Persian Gulf (17 June 1986) Fateh Terminal United Arab Emirates (30 September 1986)
1988	Biscaya (United Kingdom)	Antarctic, Ltd. (Gibraltar)	John Fredriksen Group c/o Lancaster M. (United Kingdom/Norway)	Marine Management A/S (Norway)	Harimpex (Germany)	Bahrain (4 May 1986)

Year or Number	Name of Ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
90-076	Boni (Cyprus)	Seaemblem Marine Ltd. (Cyprus)	Thenamaris Group (Greece)	Thenamaris (Ships Management) (Greece)		unidentified port, Islamic Republic of Iran (23 February 1988)
90-055	Brali (Norway)	K/S A/S Bill Brali (Norway)	L. Gill-Johannesen A/S (Norway)	Bulkhandling (Norway)	Kobil (Kenya) and Marc Rich and Co. AG (Switzerland)	Mombasa, Kenya (29 January 1989)
1988	Brimanger (Norway)	A/S Westfal-Larsen and Co. (Norway)		Odfjell-Westfal-Larsen Tankers A/S and Co. (Norway)		Walvis Bay, Namibia (called in 1985)
90-080	Brittany (Panama)	Pine Shipping Co. S.A. (Panama)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)	African Middle East Petroleum (Monaco, Switzerland)	Zeit Bay Terminal, Egypt (10 December 1989)
90-081	Cali (Liberia)	Denetton Co. Ltd. (Liberia)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency (Hong Kong)		Fateh Terminal, United Arab Emirates (15 July 1989)
90-082	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (13 June 1989)
90-083	-same as above-	-same as above-	-same as above-	-same as above-		Zurku Island, United Arab Emirates (5 May 1989)
1988	Captain G.P. Livanos (Greece)	Elcapitaine Inc. (Liberia)	G. P. Livanos/Carras Group c/o Unisea (Greece)	Ceres Hellenic Shipping Enterprise (Greece)	Transworld Oil (Netherlands) and Bermuda)	Jebel Dhanna, United Arab Emirates (19 July 1986)
					Marc Rich and Company AG (Switzerland)	Zurku Island, United Arab Emirates (20 July 1986)
						Das Island, United Arab Emirates (22 July 1986)
90-039	-same as above-	-same as above-	-same as above-	-same as above-	Volero Refining Co. (United States of America)	Fateh Terminal, United Arab Emirates (22 April 1988)
90-040	-same as above-	-same as above-	-same as above-	-same as above-	African Middle East Petroleum (Monaco, Switzerland)	Jeddah, Saudia Arabia (2 January 1988)

Year or Number	Name of Ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
90-038	Champion (Liberia)	Oceanides Shipping Corp (Liberia)	Ravano Group (Monaco)	Société d'études et de gestion (Monaco)		Dar es Salaam, United Republic of Tanzania (8 January 1988)
1988	Cigio di Palermo (Italy)	D'Amico Società di Navigazione SpA				Walvis Bay, Namibia (called 7 times in 1985)
89-531	Dagli (Norway)	Jaspidea Shipping		JPP Shipping	Baltic Chartering Union (Switzerland)	Odessa, Soviet Union (21 September 1989)
90-034	Dorian (Nigeria)	Dorian Navigation Corp. (Liberia)	Mariapex (Germany)	Fearnley and Eger A/S (Norway)	Mariapex (Germany)	Fujairah Anchorage, Persian Gulf (6 April 1987)
90-035	-same as above-	-same as above-	-same as above-	-same as above-		Fujairah Anchorage, Persian Gulf (7 December 1987)
90-036	-same as above-	-same as above-	-same as above-	-same as above-		Fujairah Anchorage, Persian Gulf (9 January 1988)
90-037	-same as above-	-same as above-	-same as above-	-same as above-		Fujairah Anchorage, Persian Gulf (27 September 1988)
89-001	Eastern Promise (Liberia)		World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Fujairah Anchorage Persian Gulf (13 November 1987)
89-002	-same as above-		-same as above-	-same as above-		Zurku Island, Persian Gulf (14 December 1988)
89-003	Eastern Strength (Liberia)		World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Zurku Island, Persian Gulf (17 August 1988)
89-004	-same as above-		-same as above-	-same as above-		Fateh Terminal, Zurku Island, United Arab Emirates (28 September 1988)

Year or Number	Name of Ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
1987	Elmina (Greece)	Marine Industrial Transports Ltd. (Liberia)		Thenamaris Ships Management Inc. (Greece)	March Rich and Company AG (Switzerland) Shell (Brunei) Marubeni (Japan)	Seria, Brunei Darussalam (26 August 1986)
1988	Ethnic (Greece)	Moonlight Shipping Company S.A. (Panama)	C. M. Lemos & Company Ltd. (United Kingdom)	Nereus Shipping S.A. (Greece)		Mina al Fahal, Oman (12 May 1986) Halul Island, Qatar (25 June 1986) Fateh Terminal, United Arab Emirates (28 June 1986)
1988	-same as above-	-same as above-	-same as above-	-same as above-		Fujairah Anchorage, Persian Gulf (17 November 1986)
90-006	-same as above-	-same as above-	-same as above-	-same as above-		Mina al Fahal, Oman (10 March 1988)
90-007	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (3 June 1988)
90-008	-same as above-	-same as above-	-same as above-	-same as above-		Zurku Island, United Arab Emirates (24 July 1988)
90-009	-same as above-	-same as above-	-same as above-	-same as above		Fateh Terminal, United Arab Emirates (23 August 1988)
90-010	-same as above-	-same as above-	-same as above-	-same as above	Marc Rich & Co. AG (Switzerland)	Halul Island, Qatar (unknown date)
90-011	-same as above-	-same as above-	-same as above-	-same as above-		Zurku Island, United Arab Emirates (7 March 1989)
1987	Evita (Norway)	Uglands Rederi A/S (Norway)	Uglands Rederi A/S (Norway)	Uglands Rederi A/S (Norway)		Ras Tanura, Saudi Arabia (20 March 1985)

Year or Number	Name of Ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
90-004	Faroship L. (Greece)	Ceres Hellenic Shipping Enterprises (Greece)	G.P. Livanos/Carras Group (United Kingdom, Greece)	Ceres Hellenic Shipping Enterprises (Greece)		Kharg Island, Islamic Republic of Iran 6 October 1986
90-005	-same as above-	-same as above-	-same as above-	-same as above-		Ras Tanura, Saudi Arabia 6 October 1987
90-031	Fellowship L. (Liberia)	Elgrandiosa Inc. (Liberia)	G. P. Livanos/ Carras Group (United Kingdom, Greece)	Ceres Hellenic Shipping Enterprises (Greece)		unidentified port, Islamic Republic of Iran (28 July 1987)
90-032	-same as above-	-same as above-	-same as above-	-same as above-		Das Island, United Arab Emirates (2 September 1987)
90-033	-same as above-	-same as above-	-same as above-	-same as above-		unidentified port, Islamic Republic of Iran (15 April 1987)
1987	Fidius (United Kingdom)		Canadian Pacific (Bermuda) Ltd. Bermuda	Canadian Pacific Bulkship Services Ltd.		Fujairah Anchorage, Persian Gulf (8 March 1987)
1988	-same as above-	Hill Reef Shipping Ltd. (United Kingdom)	-same as above-	Barber Ship Management (Hong Kong)		Islamic Republic of Iran (end of June 1987)
90-028	Fortuneship L. (Liberia)	Elregina Inc. (Liberia)	G. P. Livanos/ Carras Group (United Kingdom)	Ceres Hellenic Shipping Enterprises (Greece)		unidentified port, Qatar 5 April 1987
90-029	-same as above-	-same as above-	-same as above-	-same as above-		unidentified port, Islamic Republic of Iran (15 May 1987)
90-030	-same as above-	-same as above-	-same as above-	-same as above-		Umm Said, Qatar (17 June 1987)
1988	Freedomship L. (Greece)	Caroline Navigation Inc. (Liberia)	G. P. Livanos/Carras Group c/o Unisea (Greece and United Kingdom)	Ceres Hellenic Shipping Enterprises (Greece)		Fateh Terminal United Arab Emirates (12 July 1986)
90-027	Freedomship L. (Liberia)	Elfontana Inc. (Liberia)	-same as above-	-same as above-	Marc Rich & Co. AG (Switzerland)	Ras Tanura, Saudi Arabia (30 October 1988)

Year or Number	Name of Ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
90-024	Friendship L. (Liberia)	Elfontana Inc. (Liberia)	G. P. Livanos/ Carras Group (United Kingdom, Greece)	Ceres Hellenic Shipping Enterprises (Greece)		Mina al Fahal, Oman (4 January 1987)
90-025	-same as above-	-same as above-	-same as above-	-same as above-		Hormuz Terminal, Islamic Republic of Iran (28 March 1988)
90-026	-same as above-	-same as above-	-same as above-	-same as above-		unidentified port, Islamic Republic of Iran (15 April 1988)
1988	Gentle Breeze (United Kingsom)	Gentle Breeze Ltd. (Hong Kong)	unknown company c/o Wallem Shipman Ltd. (Hong Kong)	Wallem Shipmanagement Ltd. (Hong Kong)		Mina Saud, Kuwait (21 February 1986)
89-524	Grand (United States of America)	TT Grand (United States of America)				Louisiana Offshore Oil Port, United States of America (post 27 January 1989)
89-078	Griparion (Cyprus)	Tharros Shipping Co. Ltd. (Cyprus)	Thalassic Steamship Agency Inc.(Greece)	Thalassic Steamship Agency Inc. (Greece)		Fajairah Anchorage, Persian Gulf (8 September 1988)
90-085	-same as above-	-same as above-	-same as above-	-same as above-		Amsterdam, Netherlands (5 June 1989)
90-086	-same as above-	-same as above-	-same as above-	-same as above-		Las Palmas, Spain (5 January 1990)
1987	Hawaiian Monarch (Liberia)	East Pacific Carriers Inc. (Liberia)	Groton Pacific Carriers Inc. (United States) of America)	Groton Pacific Carriers (United States of America)	Marc Rich and Company AG (Switzerland) Shell (Brunei) Marubeni (Japan)	Brunei Darussalam (25 May 1986)
90-066	Hoegh Foam (Bahamas)	Lief Hoegh and Co. A/S (Norway)		Lief Hoegh and Co. A/S (Norway)	Marc Rich and Co. AG (Switzerland)	Amsterdam, Netherlands (10 November 1989)
90-067	-same as above-	-same as above-	-same as above-	-same as above-	-same as above-	Constanza, Romania (12 September 1989) Suez, Egypt 19 September 1989

Year or Number	Name of Ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
90-065	Hoegh Fountain (Bahamas)	Lief Hoegh and Co. A/S (Norway)		Lief Hoegh and Co. A/S (Norway)	Inter-Mediterranean Petroleum (United Kingdom)	Amsterdam, Netherlands (6 September 1989)
1987	Jahre Transporter (Liberia)	Beatty Shipping Ltd. (Liberia)	Wallem Shipmanagement Ltd. (Hong Kong)	Wallem Ship-management (Hong Kong)	Marc Rich and Company AG (Switzerland) Shell (Brunei) Marubeni (Japan)	Brunei Darussalam (31 May 1986)
1988	Johs. Stove (Panama)	Pater Panama Ltd. (Panama)	Lorentzens Rederi Company (Norway)	K/S Lorentzens Skibs A/S (Norway)		Fateh Terminal, United Arab Emirates (24 January 1986)
1987	Jenniche (Norway)	K/S A/S Norman Tankers (Norway)	Klosters Rederi A/S (Norway)	Norman International A/S (Norway)		Fateh Terminal, United Arab Emirates (1 March 1986)
1988	Jenniche (Norway)	same as above-	Periscopus A/S (Norway)	-same as above-		Fateh Terminal, United Arab Emirates (21 March 1986)
1988	Jane Stove (Norway)	K/S Lorentzens Skibs (Norway)	Lorentzens Rederi (Norway)	K/S Lorentzens Skibs A/S (Norway)		Fateh Terminal, United Arab Emirates (18 February 1986)
1987	Lauberhorn (Liberia)	Trade Ventures, Inc. (Liberia)	Trade and Transport, Inc. (Greece)	Brokerage and Management Corp. (United States)	Marc Rich and Company AG (Switzerland) Shell (Brunei)	Brunei Darussalam (no date) Singapore Roads, Singapore (5 October 1986)
1987	Liberator (Greece)	New World Shipping Corp. (Liberia)	Stenakas Shipping Corp. (United Kingdom)	Diamantis Pateras Ltd. (United Kingdom)	Marc Rich and Company AG (Switzerland) Shell (Brunei) Marubeni (Japan)	Seria, Brunei Darussalam (21 April 1985)
1988	Licorne Oceane (Liberia)	Langcross Carriers Inc. (Liberia)	Compagnie Generale Maritime et financiere (France)	Seatramp (U.K.) Ltd. (United Kingdom)		Hormuz Terminal, Islamic Republic of Iran (end of January 1987)

Year or Number	Name of Ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
1988	Louisiane (Bahamas)	Egalité S.A. (Panama)	Hadjipateras Group c/o Peninsular Mar. (Greece/United Kingdom)	Dorian (Hellas) S. A. (Greece)		Zurku Island United Arab Emirates (28 Oct. 1986)
						Fateh Terminal, United Arab Emirates (31 October 1986)
	-same as above-	-same as above-	-same as above-	-same as above-		Juaymah Terminal, Saudi Arabia (11 Feb. 1987)
	-same as above-	-same as above-	-same as above-	-same as above-		Jebel Dhanna, United Arab Emirates (13 June 1987)
						Fateh Terminal, United Arab Emirates (15 June 1987)
						Zurku Island, United Arab Emirates (27 June 1987)
	-same as above-	-same as above-	-same as above-	-same as above-		Das Island, United Arab Emirates (31 July 1987)
						Zurku Island, United Arab Emirates (1 August 1987)
90-057	same as above-	-same as above-	-same as above-	-same as above-		unidentified port, Islamic Republic of Iran 8 September 1987
90-058	-same as above-	-same as above-	-same as above-	-same as above-		Bahrain (7 March 1988)
1988	Luminette (United Kingdom)	Cunard Steam-ship Company Plc. (United Kingdom)		Cunard Shipping Services Ltd. (United Kingdom)		Walvis Bay, Namibia (called 2 times in 1985 and 12 times in 1986)
1987	Manhattan Viscount (United Kingdom)	Lago Commerce Ltd. (Liberia)	Sanko Kisen K.K. (Japan)	Fearnley and Eger A/S (Norway)		Brunei Darrussalam (September 1983)

Year or Number	Name of Ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
1988	Mirafiori (Liberia)	Keston Shipping Corp. (Liberia)	Marimpex (Germany)	Fearnley and Eger A/S (Norway)	German Oil GmbH (Germany)	Sirri Island, Islamic Republic of Iran (23 June 1985)
						Sirri Island, Islamic Republic of Iran (23 August 1985)
	-same as above-	-same as above-	-same as above-	-same as above-	-same as above-	Persian Gulf (November 1985)
1987	Monemvasia (Greece)	Metropolitan Navigation Corporation (Liberia)	Metropolitan Shipping Ltd. (Greece)	Metropolitan Shipping (Greece)	Marc Rich and Company AG (Switzerland)	Brunei Darussalam (4 December 1985)
						Singapore Roads, Singapore (9 December 1985)
1988	Morning Cloud (Liberia)	Seavixen Maritime Inc. (Liberia)	Reliance Pacific Shipping Ltd.	Reliance Pacific Shipping Ltd. (Hong Kong)		Mina al Fahal, Oman (9 December 1985)
1988	Moscliff (Norway)	Mosvold Shipping Company A/S (Norway)	Mosvold Shipping Company A/S (Norway)	Mosvold Shipping Company A/S (Norway)		Persian Gulf (late March 1985)
						Sirri Island, Islamic Republic of Iran (9 June 1985)
1987	Mospoint (Norway)	K/S A/S Mospoint (Norway)	Mosvold Rederi A/S (Norway)	Mosvold Rederi A/S (Norway)		Ras Shukheir, Egypt (14 January 1986)
1987	Neptune Otome (Singapore)		Neptune Orient Lines Ltd. (Singapore)	Neptune Orient Lines Ltd. (Singapore)	Marc Rich and Company AG (Switzerland)	Seria Port, Brunei Darussalam (26 September 1986)
					Shell (Brunei)	Singapore Roads, Singapore
					Marubeni (Japan)	(29 September 1986)
1987	Neptune Pavo (Singapore)	Neptune IOTA Lines Pte. Pty. (Singapore)	Neptune Orient Lines Ltd. (Singapore)	Neptune Orient Lines (Singapore)	Marc Rich and Company AG (Switzerland)	Seria, Brunei Darussalam (8 May 1985 and 2 March 1986)
					Shell (Brunei)	
					Marubeni (Japan)	

Year or Number	Name of Ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
1987	Neptune Pegasus (Singapore)	Neptune ETA Lines Pte. Ltd.(Singapore)	Neptune Orient Lines Ltd. (Singapore)	Neptune Orient Lines Ltd. (Singapore)	Marc Rich and Company AG (Switzerland) Shell (Brunei) Marubeni (Japan)	Seria Port, Brunei Darussalam (27 July and 27 December 1985)
1988	-same as above-	-same as above-	Neptune Orient Lines (Singapore)	Neptune Orient Lines (Singapore)		Seria, Brunei Darussalam (7 November 1986)
1987	Neptune Subaru (Singapore)		Neptune Orient Lines Ltd. (Singapore)	Neptune Orient Lines Ltd. (Singapore)	Marc Rich and Company AG (Switzerland) Shell (Brunei) Marubeni (Japan)	Brunei Darussalam (10 July 1986) Singapore Roads, Singapore (12 July 1986)
1988	Obo Baron (Bahamas)	B. and H. Shipping Associates VII L.P. (United States)	Sigurd Herlofson and Company A/S (Norway)	Sigurd Herlofson and Company A/S (Norway)		Umm Said, Qatar (27 February 1987) Ras Tanurna, Saudi Arabia (7 March 1987) Khor Fakkan Anchorage, United Arab Emirates (14 March 1987)
90-084	Obo Vega (Turkey)	Ermar Deniz Tasimiciligi AS (Turkey)	Marti Shipping and Trading Co. (Turkey)	Marti Shipping and Trading Co. (Turkey)		Amsterdam, Netherlands (15 June 1989)
89-080	Ocean Carrier (Cyprus)	Amalia Navigation		Columbia Ship-management	Kuo International Oil Ltd. (Hong Kong)	Singapore (16 December 1988)
1988	Oranjesund	South African Company Unicorn Lines (Proprietary) Ltd.				

Year or Number	Name of Ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
89-523	Orpheus (Panama)	Hill Operating Corportion	-no information available-			Angra dos Reis, Brazil (26 January 1989)
90-068	Pacificos (Cyprus)	Gibbon Shipping Ltd. (Cyprus)	Kulukundis Group (United Kingdom)	Saipan SS Corp. Corp./Kassos Maritime (Greece)		Fateh Terminal, United Arab Emirates (15 July 1987)
90-069	-same as above-	-same as above-	-same as above-	-same as above-		unidentified port (unknown date)
90-070	-same as above-	-same as above-	-same as above-	-same as above-		Zeit Bay Terminal, Egypt (27 October 1988)
90-071	-same as above-	-same as above-	-same as above-	-same as above-		unidentified port (15 December 1988)
90-072	-same as above-	-same as above-	-same as above-	-same as above-		unidentified port (15 January 1989)
90-073	-same as above-	-same as above-	-same as above-	-same as above-		unidentified port (15 February 1989)
90-074	-same as above-	-same as above-	-same as above-	-same as above-		unidentified port (15 March 1989)
90-075	-same as above-	-same as above-	-same as above-	-same as above-		unidentified port (9 June 1989)
1987	Patriotic (Greece)	Moonset Shipping Company SA (Panama)	Nereus Shipping SA (Greece)	Nereus Shipping SA (Greece)		Jebel Dhanna, United Arab Emirates (12 April 1987)
1988	-same as above-	-same as above-	M. Lemos and Company Ltd. (United Kingdom)	-same as above-		Persian Gulf (end of November 1986)
						Fateh Terminal, United Arab Emirates (31 December 1986)
						Halul Island, Qatar (early January 1987)
90-002	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (14 March 1988)

Year or Number	Name of Ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
90-003	-same as above-	-same as above-	-same as above-	-same as above-		Halul Island, Qatar (unknown date)
1988	Philippine Obo 3 (Philippines)	Philippine Transmarine Carriers Inc. (Philippines)	Philippine Transmarine Carriers Inc. (Philippines)	Ugland Management Co. A/S (Norway)		Aden, Yemen (5 May 1985)
1988	-same as above-	-same as above-	-same as above-	-same as above-		Aden, Yemen (4 October 1985)
1988	Port Hawkesbury (United Kingdom)	Canadian Pacific (Bermuda) Ltd. (Bermuda)		Canadian Pacific Bulkship Services Ltd. (United Kingdom)		Bullen Bay, Netherlands, Antilles (23 January 1986)
90-054	Probo Gull (Singapore)	New Combo Ships Pte. Ltd. (Singapore)	A/S Kavtor Management (Norway)	Bulkhandling (Norway)		Aden, Yemen (unknown date)
90-064	Quebec (Bahamas)	Laguna Shipping Corp. (Gibraltar)	Vlasov Group (Monaco)	V. Ships (Monaco)	Marc Rich and Co. AG (Switzerland)	Amsterdam, Netherlands (25 May 1989)
1988	Rafio (Liberia)	Rafio Shipping Corporation (Liberia)	Marimpex Germany	Fearnley and Eger A/S (Norway)		Fateh Terminal, United Arab Emirates (23 January 1985)
1988	-same as above-	-same as above-	-same as above-	-same as above-		Fujairah Anchorage, Persian Gulf (14 July 1986)
90-016	-same as above-	-same as above-	-same as above-	-same as above-	Marimpex (Germany)	unidentified port, Islamic Republic of Iran (unknown date)
90-017	-same as above-	-same as above-	-same as above-	-same as above-	-same as above-	unidentified port, Islamic Republic of Iran (13 August 1987)
90-018	-same as above-	-same as above-	-same as above-	-same as above-	-same as above-	Fujairah Anchorage, Persian Gulf (19 December 1987)
90-019	-same as above-	-same as above-	-same as above-	-same as above-	-same as above-	Fujairah Anchorage, Persian Gulf (27 December 1987)
90-020	-same as above-	-same as above-	-same as above-	-same as above-	-same as above-	unidentified port, Islamic Republic of Iran (unknown date)
90-021	-same as above-	-same as above-	-same as above-	-same as above-	-same as above-	Hormuz Terminal, Islamic Republic of Iran (unknown date)

Year or Number	Name of Ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
90-022	-same as above-	-same as above-	-same as above-	-same as above-	-same as above-	unidentified port, Islamic Republic of Iran (unknown date)
90-023	-same as above-	-same as above-	-same as above-	-same as above-	-same as above-	unidentified port, Islamic Republic of Iran (unknown date)
90-088	-same as above-	-same as above-	-same as above-	Marimpex (Germany)	-same as above-	Fujairah Anchorage, Persian Gulf (18 March 1989)
90-089	-same as above-	-same as above-	-same as above-	-same as above-	-same as above-	Fujairah Anchorage, Persian Gulf (27 October 1989)
90-090	-same as above-	-same as above-	-same as above-	-same as above-	-same as above-	unidentified port (15 December 1989)
89-211	Sea Victory (Liberia)	Sea Victory Maritime (Liberia)	European Navigation Inc. (Greece)	European Navigation Inc. (Greece)		Fujairah Anchorage, Persian Gulf (28 October 1988)
89-212	-same as above-	-same as above-	-same as above-	-same as above-		unidentified port Islamic Republic of Iran
1988	Singa Star (Singapore)	Singa Pride Shipping Pte. Ltd. (Singapore)	Singa Ship Management Private Ltd. (United Kingdom)	Singa Ship Management Private Ltd. (United Kingdom)		Mina al Zour, Kuwait 15 September 1986
90-496	South Star (Philippines)	Ocean Queen Maritime (Philippines)		European Navigation Inc. (Greece)		unidentified port Islamic Republic of Iran (23 October 1988)
89-526	Star Cherry (Singapore)	Palm Star Lines	-no information-	-no information-		Seria, Brunei Darussalam (2 October 1988)
89-527	Synetos (Greece)	Synetos Shipping	-no information-	-no information-		Singapore (22 December 1988)

Year or Number	Name of Ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
90-053	Tenacity (Singapore)	Transpetrol Carriers Pte. Ltd. (Singapore)	Transpetrol Services NV (Belgium)	Wallem Shipmanagement Ltd. (Hong Kong)	Canadian Pacific (Canada)	New Orleans, United States of America (3 June 1987)
1987	Thanassis M. (Malta)	Ocean Voice Shipping Ltd. (Malta)		Thenamaris Ships Management (Greece)		Brunei Darussalam (January-February 1983)
90-056	Theogennitor (Cyprus)	Tankertrade Marine Ltd. (Cyprus)	Polembros Shipping Ltd. (United Kingdom)	Polembros Shipping Ltd. (United Kingdom)		Um Said, Qatar (unknown date)
1987	Thorshoie (Norway)	Thor Dahls Hvalf. and A/S-A/D Odd and Ornen (Norway)	Thor Dahl A/S (Norway)	Thor Dahl A/S Norway)		Jubail, Saudi Arabia (9 February 1987)
1988	Thorshoie (Norway)	Thor Dahls Hvalf. A/S and A/S Odd and Ornen (Norway)	A/S Thor Dahl (Norway)	A/S Thor Dahl (Norway)		Mina al Fahal, Oman (early January 1985)
	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (7 July 1985)
						Zurku Island United Arab Emirates (8 July 1985)
1988	Thorsaga (Norway)	Thor Dahls Hvalf. A/S and A/S Odd and Ornen (Norway)	A/S Thor Dahl (Norway)	Thor Dahl A/S (Norway)		Jubail, Saudi Arabia (9 April 1985)
90-001	Ugland Obo-One (Panama)	Obo Freight S.A. (Panama)	Andreas Ugland (Norway)	Ugland Management Co. A/S (Norway)		Tenerife, Spain (23 March 1987)
90-052	World Admiral (Liberia)	Liberian Prosperity Transports (Liberia)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		unidentified port (15 August 1989)
89-005	World Ambassador (Liberia)	Liberia Wisteria Transports Inc. (Liberia)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Suez, Egypt (22 February 1988),
						Jeddah, Saudi Arabia (25 February 1988)
90-050	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (27 September 1989)

Year or Number	Name of Ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
90-051	-same as above-	-same as above-	-same as above-	-same as above-		Zurku Island, United Arab Emirates 8 November 1989
89-006	World Bermuda (Liberia)	Liberian Ulysses Transports Inc. (Liberia)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Pulau Bukom, Singapore (28 August 1987), Islamic Republic of Iran (date unknown)
89-007	-same as above-	-same as above-	-same as above-	-same as above-		Ras Tanura, Saudi Arabia (2 November 1987)
89-008	-same as above-	-same as above-	-same as above-	-same as above-		Fujairah Anchorage, Persian Gulf (13 December 1987)
89-009	-same as above-	-same as above-	-same as above-	-same as above-		Fujairah Anchorage United Arab Emirates (16 April 1988)
89-010	World Brasilia (Liberia)	Liberian Bison Transports Inc. (Liberia)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Fateh Terminal United Arab Emirates (18 October 1986)
89-011	-same as above-	-same as above-	-same as above-	-same as above-		Juaymah Terminal Saudi Arabia (30 December 1986)
89-012	World Champion (Panama)		World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Juaymah Terminal Ras Tunura, Saudi Arabia (24 March 1988)
90-049	-same as above-	Golden Pine Co. S.A. (Panama)	-same as above-	-same as above-	Africa Middle East Petroleum (Monaco, Switzerland)	Jeddah, Saudi Arabia (27 April 1989)
89-013	World Eminence (Liberia)	Liberian Titan Transports Inc. (Liberia)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Fos, France (26 February 1986)
89-014	-same as above-	-same as above-	-same as above-	-same as above-		Persian Gulf (July 1987 and 24 September 1987)

Year or Number	Name of Ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
89-015	-same as above-	-same as above-	-same as above-	-same as above-		Jebel Dhanua, United Arab Emirates (27 November 1987)
						Das Island, Fujairah, Anchorage (1 December 1987)
89-016	-same as above-	-same as above-	-same as above-	-same as above-		Mina al Fahah, Oman (2 April 1988)
89-017	-same as above-	-same as above-	-same as above	-same as above-		Persian Gulf (May 1988)
89-018	-same as above-	-same as above-	-same as above-	-same as above-		unknown port (October 1988)
90-046	World Harmony (Panama)	Canwood Co. S.A. (Panama)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Mina al Fahal, Oman (27 April 1988)
90-047	-same as above-	-same as above-	-same as above-	-same as above-		Mina al Fahal, Oman (10 September 1988)
90-048	-same as above-	-same as above-	-same as above-	-same as above-		Fujairah Anchorage, Persian Gulf (7 October 1988)
89-019	World Hitachi Zosen (Liberia)	Solstice Co. Ltd. (Liberia)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Zeit Bay, Egypt (19 June 1988)
89-020	-same as above-	-same as above-	-same as above-	-same as above-		Umm Said, Qatar (30 July 1988)
90-044	-same as above-	-same as above-	-same as above-	-same as above-	African Middle East Petroleum (Monaco, Switzerland)	Suez Bay, Egypt (25 January 1989)
90-045	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (5 March 1989)
89-021	World Nisseki (Liberia)		World-Wide Shipping Group (Hong Kong)	World-Wide-Shipping Agency Ltd. (Hong-Kong)		Europoort, Netherlands (19 January 1987)

Year or Number	Name of Ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
89-022	-same as above-		-same as above-	-same as above-		Jebel Dhanna Fateh Terminal, United Arab Emirates (5 April 1987)
89-023	World Progress (Liberia)	Liberian Begonia Transports Inc. (Liberia)	World Wide Shipping Group (Hong Kong)	World-Wide Shipping Group (Hong Kong)		Fateh Terminal, United Arab Emirates (21 November 1986)
89-024	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (24 December 1986)
89-025	-same as above-	-same as above-	-same as above-	-same as above-		Jebel Dhanna, Das Island United Arab Emirates (19 June 1987)
89-026	-same as above-	-same as above-	-same as above-	-same as above-	Total (France)	Jebel Dhanna, United Arab Emirates (1 August 1987)
89-027	-same as above-	-same as above-	-same as above-	-same as above		Jebel Dhanna, Fateh Terminal, United Arab Emirates (17 November 1987)
89-028	-same as above-	-same as above-	-same as above-	-same as above-		Ras Shukkeir, Zeit Bay, Egypt, and Jeddah, Saudi Arabia (31 May 1988)
89-029	-same as above-	-same as above-	-same as above-	-same as above-		Ras Shukkeir, Zeit Bay, Egypt (23 July 1988)
89-030	-same as above-	-same as above-	-same as above-	-same as above-		Unknown (September 1988)
89-031	-same as above-	-same as above-	-same as above-	-same as above-		Jebel Dhanna, Fateh Terminal, United Arab Emirates (22 November 1988)
1988	World Renown (Liberia)	Liberian Jaguar Transports Inc. (Hong Kong)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)	Sigmoil (United Kingdom)	Persian Gulf (11 May 1987)

Year or Number	Name of Ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
89-032	-same as above-	-same as above-	-same as above-	-same as above-	-same as above-	Juaymah Terminal, Saudi Arabia (16 March 1987)
89-033	-same as above-	-same as above-	-same as above-	-same as above-		Persian Gulf (May 1987)
89-034	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal United Arab Emirates, Mina al Fahal, Oman (24 January 1988)
89-035	-same as above-	-same as above-	-same as above-	-same as above-		Ras Gharib, Egypt (5 May 1988)
90-014	-same as above-	Liberian Jaguar Transports Inc. (Liberia)	-same as above-	same as above-		Mina al Fahal, Oman (5 July 1989)
90-015	-same as above-	-same as above-	-same as above-	-same as above-	African Middle East Petroleum (Monaco, Switzerland)	Ras Shukheir, Egypt (23 October 1989)
89-037	World Summit (Liberia)	Liberian Serenity Transports Inc. (Liberia)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Persian Gulf (September 1987)
89-038	-same as above-	-same as above-	-same as above-	-same as above-		Larak Island, Islamic Republic of Iran
1988	World Symphony (Liberia)	Chiswell Shipping Ltd. (Liberia)	World-Wide Shipping Group (Hong Kong)	World Wide Shipping Agency Ltd. (Hong Kong)	Marubeni (Japan) Marc Rich and Company AG. (Switzerland)	Zurku Island, United Arab Emirates (26 September 1986)
						Halul Island, Qatar (unknown date)
	-same as above-	-same as above-	-same as above-	-same as above-	-same as above-	Zurku Island, United Arab Emirates (late February/early March 1987)

Year or Number	Name of Ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
89-039	-same as above-	-same as above-	-same as above-	-same as above-	Marc Rich & Co.AG Switzerland	Zurku Island, Fateh Terminal, United Arab Emirates (1 October 1986)
89-040	-same as above-	-same as above-	-same as above-	-same as above-	Marc Rich & Co.AG (Switzerland)	Zurku Island, United Arab Emirates (21 February 1987)
89-041	-same as above-	-same as above-	-same as above-	-same as above-	-same as above-	unknown
1988	World Truth (Liberia)	Liberian Haven Transports Inc. (Hong Kong)	World-Wide Shipping Group (Hong-Kong)	World-Wide Shipping Agency Ltd.		Singapore Roads, Singapore (25 June 1985)
89-042	-same as above-	-same as above-	-same as above-	same as above-		Fateh Terminal, United Arab Emirates (7 July 1987)
89-043	-same as above-	-same as above-	-same as above-	-same as above-		Singapore Roads, Singapore (19 September 1987)
89-044	World Victory (Liberia)	Brightness Co.S.A. (Panama)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Hovic, United States Virgin Islands (26 March 1987)
89-045	-same as above-	-same as above-	-same as above-	-same as above-		Islamic Republic of Iran (August 1987)
1988	World Xanadu (Liberia)	Liberian Courage Transports Inc. (Liberia)	World-Wide Shipping Group (Hong Kong)	World-Wide Shipping Agency Ltd. (Hong Kong)		Fateh Terminal United Arab Emirates, Mina al Fahal, Oman (27 October 1986)
89-046	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal United Arab Emirates (26 October 1986)
89-047	-same as above-	-same as above-	-same as above-	-same as above-		Jebel Dhanna, Fateh Terminal, United Arab Emirates (10 December 1987)
89-048	-same as above-	-same as above-	-same as above-	-same as above-		Zurku Island, Das Island, United Arab Emirates (12 December 1987)
90-012	-same as above-	-same as above-	-same as above-	-same as above-		Fateh Terminal, United Arab Emirates (3 September 1987)
90-013	-same as above-	-same as above-	-same as above-	-same as above-		unidentified port Islamic Republic of Iran (unknown date)

B. Communications between Governments and the Intergovernmental Group concerning cases of alleged violations reported between 1987 and 1990

1. In a note verbale dated 17 December 1990, the Permanent Mission of Spain submitted information on cases of alleged violations reported in 1990. After considering the information submitted, the Intergovernmental Group decided that Spain will no longer be associated with the cases involving the ships Nor Obo 1 (90-001) and Griparion (90-086) and will not be included in any inquiries regarding the cases in the future.

2. In a note verbale which was received by the Intergovernmental Group on 28 January 1991, the Permanent Representative of the Islamic Republic of Iran submitted copies of discharge certificates for the cases reported between 1987 and 1989. After reviewing the documentation, the Intergovernmental Group decided to request further information to shed light on the cases involving the ships Actor, Mirafiori, Moscliff, and World Victory.

3. In a note verbale dated 4 February 1991, the Permanent Representative of Qatar submitted information on the following cases: Freedomship L. (90-027); Fortuneship L. (90-028, 90-029); Theogennitor (90-056); World Xanadu (90-012); Pacificos (90-068); Ethnic (90-010); and Capt. G. P. Livanos (90-039). After considering the information submitted, the Intergovernmental Group decided to request detailed information to shed further light on the aforementioned cases.

4. In a note verbale dated 15 February 1991, the Permanent Mission of Cyprus submitted information on a case of alleged violation reported in 1990. After considering the information submitted, the Intergovernmental Group decided to obtain further information on the ship Boni (90-076).

5. In a note verbale dated 1 July 1991, the Permanent Mission of Italy referred to its earlier communication that the ships Cielo di Salerno, Almare Terza, and Almare Settima had indeed delivered oil to South Africa and that the shipping company concerned had instructed all ships belonging to them to stop delivering oil to South Africa. The Intergovernmental Group noted the information and sent a note of thanks to the Mission of Italy for its cooperation.

6. In a note verbale dated 10 July 1991, the Permanent Mission of Egypt submitted copies of bills of lading regarding cases involving the following ships: World Ambassador, World Hitachi Zosen, World Progress, World Renown, Capt. G. P. Livanos, World Champion, Alki, and Pacificos. The Intergovernmental Group reviewed the documentation submitted, as well as new information received by it, and decided that the new information should be transmitted to the Mission of the Arab Republic of Egypt for consideration.

7. In two notes verbales dated 27 August 1991, the Mission of Greece submitted information accompanied by documentation on cases involving the ships Ethnic, Patriotic, Faroship L., and Capt. G. P. Livanos. Information is under consideration by the Intergovernmental Group.

8. In a note verbale dated 29 August 1991, the Mission of the Islamic Republic of Iran submitted information accompanied by documentation concerning

the following cases, which are under consideration by the Intergovernmental Group:

Sea Victory (89-212); South Star (89-496); Faroship L. (90-004); Rafio (90-016, 90-017, 90-019, 90-020, 90-021, 90-022, 90-023); Fellowship L. (90-031, 90-033, 90-087); Boni (90-076); World Xanadu (90-013); Friendship L. (90-087, 90-026); Fortuneship L. (90-028, 90-029, 90-030); Cotinga (90-034); Knock Ville (90-041, 90-042, 90-043).

9. In a note verbale dated 5 September 1991, the Mission of Brazil submitted information on a case of alleged violation reported in 1989. The Group decided to await further information regarding the manager and/or beneficial owner of the ship Orpheum (89-523).

ANNEX II

Summary of cases of alleged violations reported in 1991

(The listing of ships in this annex in no way implies a charge against or a passing of judgement on the individual States concerned or companies under their jurisdiction. The Intergovernmental Group is still verifying the information received, and it continues to depend on the cooperation extended to it by Governments.)

91-001

1. The Brittany is a tanker of 233,348 deadweight tons registered under the flag of Panama. It is owned by Pine Shipping Co. S.A. (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Khor Fakkan Anchorage on an unknown date and arrived at Fujairah Anchorage on 20 May 1990. It departed on 21 May 1990 and it is alleged to have delivered oil to South Africa before arriving at Mina al Fahal, Oman, on 30 July 1990.

91-002

2. The same ship departed from Mina al Fahal, Oman, on 1 August 1990. It is alleged to have delivered oil to South Africa before arriving at Fateh Terminal, United Arab Emirates, on 3 September 1990.

91-003

3. The same ship departed from Fateh Terminal, United Arab Emirates, on 5 September 1990. It is alleged to have delivered oil to South Africa before arriving at Juaymah Terminal, Saudi Arabia, on 3 November 1990.

91-004

4. The same ship departed from Juaymah Terminal, Saudi Arabia, on 5 November 1990. It is alleged to have delivered oil to South Africa before arriving at Ras Tanura, Saudi Arabia, on 16 December 1990.

91-005

5. The Eastern Courage is a tanker of 267,807 deadweight tons registered under the flag of Panama. It is owned by Cainber, c/o World-Wide Shipping Agency Ltd. (Hong Kong) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It passed through Suez, Egypt, on 1 August 1990 and stopped at an unidentified port in the Persian Gulf around 15 August 1990. It is alleged to have delivered oil to South Africa before arriving at Khor Fakkan, United Arab Emirates, on 23 September 1990. The cargo was owned by Marc Rich (Switzerland).

91-006

6. The Eastern Promise is a tanker of 268,050 deadweight tons registered under the flag of Liberia. It is owned by Norwick Co. Ltd. (Liberia) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It passed through Suez, Egypt, on 7 March 1990 and stopped at an unidentified port in the Persian Gulf around 15 March 1990. It is alleged to have delivered oil to South Africa before arriving at Juaymah Terminal, Saudi Arabia, on 26 April 1990.

91-007

7. The same ship departed from Jebel Dhanna, United Arab Emirates, on 6 June 1990. It stopped at Das Island, United Arab Emirates, on 6 June 1990 and departed on the next day. It is alleged to have delivered oil to South Africa before arriving at Juaymah Terminal, Saudi Arabia, on 13 July 1990.

91-008

8. The same ship departed from Jebel Dhanna, United Arab Emirates, on 29 October 1990. It stopped at Fateh Terminal, United Arab Emirates, on 1 November 1990 and departed the next day. It is alleged to have delivered oil to South Africa before arriving at Juaymah Terminal, Saudi Arabia, on 9 December 1990.

91-009

9. The Graz is a tanker of 233,335 deadweight tons registered under the flag of Panama. It is owned by Ampleson, c/o World-Wide Shipping Agency Ltd. (Hong Kong) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Ras Shukheir, Egypt, on 3 July 1990. It is alleged to have delivered oil to South Africa before arriving at Kharg Island, Islamic Republic of Iran, on an unknown date.

91-010

10. The Lima is a tanker of 234,102 deadweight tons registered under the flag of Panama. It is owned by Jagonia, c/o World-Wide Shipping Agency Ltd. (Hong Kong) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Fateh Terminal, United Arab Emirates, on 12 May 1990. It is alleged to have delivered oil to South Africa before stopping at Sidi Kerir, Egypt, on an unknown date and arriving at Malaga, Spain, on 14 July 1990.

91-011

11. The same ship departed from Ras Shukheir, Egypt, on 28 July 1990 and stopped at Zeit Bay Terminal, Egypt, on the same day. It departed on 29 July 1990. It is alleged to have delivered oil to South Africa before arriving at an unidentified port in the Persian Gulf on an unknown date.

91-012

12. The Pisa is a tanker of 267,762 deadweight tons registered under the flag of Panama. It is beneficially owned by World-Wide Shipping Group (Hong Kong) and managed by World-Wide Shipping Managers Ltd. (Bermuda). It departed from Jebel Dhanna, United Arab Emirates, on 4 February 1991 and stopped at Fateh Terminal, United Arab Emirates, on the same day. It departed on 5 February 1991 and it is alleged to have delivered oil to South Africa.

91-013

13. The World Admiral is a tanker of 237,311 deadweight tons registered under the flag of Liberia. It is owned by Liberian Prosperity Transports (Liberia) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Fateh Terminal, United Arab Emirates, on 25 April 1990 and it is alleged to have delivered oil to South Africa.

91-014

14. The World Ambassador is a tanker of 237,474 deadweight tons registered under the flag of Liberia. It is owned by Liberian Wisteria Transports (Liberia) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Fateh Terminal, United Arab Emirates, on 6 March 1990. It is alleged to have delivered oil to South Africa.

91-015

15. The same ship arrived at Fateh Terminal, United Arab Emirates, around 1 March 1990. It departed on an unknown date and it is alleged to have delivered oil to South Africa. It stopped at an unidentified port and it is alleged to have delivered oil to South Africa before arriving at Ras Tanura, Saudi Arabia, on 30 July 1990.

91-016

16. The same ship departed from Jebel Dhanna, United Arab Emirates, on 9 September 1990 and stopped at Fateh Terminal on 10 September 1990. It departed on 16 September 1990 and it allegedly delivered oil to South Africa before arriving at Juaymah Terminal, Saudi Arabia, on 2 November 1990.

91-017

17. The World Bermuda is a tanker of 271,580 deadweight tons registered under the flag of Panama. It is owned by Pengrandy, c/o World-Wide Agency Ltd. (Hong Kong) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shippng Agency Ltd. (Hong Kong). It departed from Zeit Bay, Egypt, on 13 January 1990 and stopped at Ras Shukheir, Egypt, on the same day. It departed on 15 January 1990 and it is alleged to have delivered oil to South Africa before arriving at an unidentified port in the Persian Gulf around 15 February 1990. The cargo was owned by African Middle East Petroleum (Switzerland).

91-018

18. The World Brasilia is a tanker of 283,761 deadweight tons registered under the flag of Panama. It is owned by Eastomo, c/o World-Wide Agency Ltd. (Hong Kong) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from St. Eustatius, Netherlands Antilles, on 21 September 1990 and stopped at an unidentified port on an unknown date. It is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage, Persian Gulf.

91-019

19. The same ship departed from Jebel Dhanna, United Arab Emirates, on 12 January 1991 and stopped at Fateh Terminal, United Arab Emirates, on 13 January 1991. It departed on 14 January 1991. It is alleged to have delivered oil to South Africa before arriving at Jebel Dhanna, United Arab Emirates, on 12 February 1991.

91-020

20. The same ship departed from Jebel Dhanna, United Arab Emirates, on 13 February 1991 and stopped at Fateh Terminal, United Arab Emirates, on 16 February 1991. It departed on 17 February 1991 and it is alleged to have delivered oil to South Africa.

91-021

21. The World Champion is a tanker of 273,117 deadweight tons registered under the flag of Liberia. It is owned by Necomark, c/o World-Wide Shipping Agency Ltd. (Hong Kong) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Jebel Dhanna, United Arab Emirates, on 30 January 1990 and stopped at Zirku Island, United Arab Emirates, on the same day. It departed on 1 February 1990. It is alleged to have delivered oil to South Africa before arriving at Juaymah Terminal, Saudi Arabia, on 26 March 1990.

91-022

22. The same ship passed through Suez, Egypt, on 15 August 1990 and stopped at Yanbu, Saudi Arabia, on an unknown date. It is alleged to have delivered oil to South Africa before arriving at Ras Tanura, Saudi Arabia, on 27 September 1990.

91-023

23. The same ship arrived at Ras Tanura, Saudi Arabia, on 4 November 1990 and departed on 7 November 1990. It is alleged to have delivered oil to South Africa.

91-024

24. The World Harmony is a tanker of 259,596 deadweight tons registered under the flag of Panama. It is owned by Canwood Co. S.A. (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide

Shipping Agency Ltd. (Hong Kong). It departed from Ras Shukheir, Egypt, on 29 January 1991 and stopped at Zeit Bay Terminal, Egypt, on 29 January 1991. It departed on 31 January 1991 and passed through Suez, Egypt, on 1 February 1991. It is alleged to have delivered oil to South Africa.

91-025

25. The World Hitachi Zosen is a tanker of 268,904 deadweight tons registered under the flag of Panama. It is owned by Sameon, c/o World-Wide Shipping Agency Ltd. (Hong Kong) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from an unidentified port in the Persian Gulf around 1 June 1990. It is alleged to have delivered oil to South Africa before its arrival at Fujairah Anchorage on 21 July 1990.

91-026

26. The same ship departed from Fujairah Anchorage on 22 July 1990. It stopped at Kharg Island, Islamic Republic of Iran, on an unknown date. It is alleged to have delivered oil to South Africa before its arrival at Juaymah Terminal, Saudi Arabia, on 25 August 1990. [Note: On 29 August 1991, the Permanent Mission of the Islamic Republic of Iran submitted information concerning this case. The information is under consideration by the Intergovernmental Group.]

91-027

27. The World Prelude is a tanker of 265,243 deadweight tons registered under the flag of Panama. It is owned by the Clover Company S.A. (Panama) and beneficially owned by the World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Singapore on 24 November 1990 and stopped at an unidentified port in the Persian Gulf around 1 December 1990. It is alleged to have delivered oil to South Africa before its arrival at Juaymah Terminal, Saudi Arabia, on 1 February 1991.

91-028

28. The World Progress is a tanker of 237,285 deadweight tons registered under the flag of Panama. It is owned by Libe[illegible]an Begonia Transports (Liberia) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Singapore on 7 October 1990 and stopped at an unidentified port in the Persian Gulf sometime in October 1990. It is alleged to have delivered oil to South Africa.

91-029

29. The World Renown is a tanker of 262,267 deadweight tons registered under the flag of Panama. It is owned by Konease, c/o World-Wide Shipping Agency Ltd. (Hong Kong) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It passed through Suez, Egypt, on 28 February 1990 and stopped at an unidentified port in the Persian Gulf in March 1990. It is alleged to have delivered oil to South Africa before its arrival at Kharg Island, Islamic Republic of Iran, on an unknown date.

91-030

30. The same ship arrived at Singapore on 27 April 1990 and departed on 3 May 1990. It is alleged to have delivered oil to South Africa before its arrival at Fateh Terminal, United Arab Emirates, on 2 July 1990.

91-031

31. The Hoegh Favour is a combination carrier of 82,460 deadweight tons registered under the flag of the Bahamas. It is owned and managed by Leif Hoegh & Co. A/S (Norway). It departed Amsterdam, the Netherlands, on 16 August 1990. It is alleged to have delivered oil to South Africa before its arrival at Antwerp, Belgium, on 8 October 1990. The cargo was owned by Marc Rich (Switzerland).

91-032

32. The Brali is a tanker of 48,581 deadweight tons registered under the flag of Norway (International Registry). It is owned by K/S A/S Bill Brali (Norway) and beneficially owned by L. Gill-Johannsen A/S (Norway). The manager is A/S Bulkhandling (Norway). It departed from Amsterdam, the Netherlands, on 19 July 1990 and passed through the Straits of Dover, United Kingdom, on 19 July 1990. It is alleged to have delivered oil to South Africa before its arrival at La Plata, Argentina, on 27 August 1990. The cargo was owned by Marc Rich (Switzerland).

91-033

33. The St. Nikolai is a tanker of 45,574 deadweight tons registered under the flag of Germany. It is owned and managed by Hamburg-Sudam, Dampfschiff (Germany). It departed from Amsterdam, the Netherlands, on 6 August 1990. It is alleged to have delivered oil to South Africa before its arrival at Abidjan, Côte d'Ivoire, on 10 September 1990. The cargo was owned by Vital & Inter-Mediterranean (Netherlands, Switzerland, United Kingdom).

91-034

34. The Brittany is a tanker of 233,348 deadweight tons registered under the flag of Panama. It is owned by Pine Shipping Co. S.A. (Panama) and beneficially owned by World-Wide Shipping Agency Ltd. (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It arrived at Ras Tanura, Saudi Arabia, on 2 July 1989 and departed on 4 July 1989. It is alleged to have delivered oil to South Africa before its arrival at Juaymah Terminal, Saudi Arabia, on 7 October 1989.

91-035

35. The Captain G. P. Livanos is a tanker of 255,545 deadweight tons registered under the flag of Greece. It is owned by Elcapitaine Inc. (Liberia) and beneficially owned by G. P. Livanos/Carras Group (United Kingdom, Greece). The manager is Ceres Hellenic Shipping Ets. (Greece). It arrived at Khor Fakkan Anchorage on 30 January 1989 and departed on an unknown date. It is alleged to have delivered oil to South Africa before its arrival at Juaymah Terminal, Saudi Arabia, on an unknown date. It departed from there on 7 June 1989.

91-036

36. The Chenki is a tanker of 140,900 deadweight tons registered under the flag of Liberia. It is owned by Chenki Navigation Ltd. (Liberia) and beneficially owned by Seaarland Shipping Management (Austria). The manager is Seaarland Shipping Management (Austria). It passed through Suez, Egypt, on 28 January 1989 and stopped at an unidentified port in the Persian Gulf on an unknown date. It is alleged to have delivered oil to South Africa before its arrival at Ras Tanura, Saudi Arabia, on 26 April 1989.

91-037

37. The Fortuneship L. is a tanker of 264,198 deadweight tons registered under the flag of Greece. It is owned by Elregina Inc. (Liberia) and beneficially owned by G. P. Livanos/Carras Group (United Kingdom). The manager is Ceres Hellenic Shipping Ets. (Greece). It departed from Das Island, United Arab Emirates, on 28 October 1989 and stopped at Zirku Island, United Arab Emirates, on 29 October 1989. It departed the next day. It is alleged to have delivered oil to South Africa before its arrival at Hamriyah Terminal, United Arab Emirates, on 25 January 1990.

91-038

38. The Indiana is a tanker of 300,029 deadweight tons registered under the flag of the Bahamas. It is owned by Indiana Transport Co. (Liberia) and beneficially owned by Hadjipateras c/o Peninsular (Greece, United Kingdom). The manager is Dorian (Hellas) S.A. (Greece). It departed from Jebel Dhanna, United Arab Emirates, on 7 February 1989 and stopped at Das Island, United Arab Emirates, on the same day. It departed for Fateh Terminal on 9 February 1989 and departed from there on 12 February 1989. It is alleged to have delivered oil to South Africa before its arrival at Dubai, United Arab Emirates, on an unknown date. It arrived at Bahrain on 7 April 1989.

91-039

39. The same ship departed from Ain Sukhha, Egypt, on 12 September 1989. It stopped at Kharg Island, Islamic Republic of Iran, around 30 September 1989. It is alleged to have delivered oil to South Africa before its arrival at Kharg Island, Islamic Republic of Iran, on an unknown date. It arrived at Europoort, the Netherlands, on 20 December 1989. [Note: On 29 August 1991, the Permanent Mission of the Islamic Republic of Iran submitted information concerning this case. The information is under consideration by the Intergovernmental Group.]

91-040

40. The World Champion is a tanker of 273,117 deadweight tons registered under the flag of Liberia. It is owned by Necomark, c/o World-Wide Shipping Agency Ltd. (Hong Kong) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Okinawa, Japan, on 30 October 1988 and stopped at an unidentified port in the Persian Gulf around 15 November 1988. It is alleged to have delivered oil to South Africa before its arrival at an unidentified port in Greece on an unknown date. It passed through Suez, Egypt, on 9 February 1989.

91-041

41. The same ship departed from an unidentified port around 30 May 1989. It is alleged to have delivered oil to South Africa before its arrival at Kharg Island, Islamic Republic of Iran, around 1 July 1989 and Ain Sukhna, Egypt, on 21 July 1989.

91-042

42. The same ship passed through Suez, Egypt, on 25 October 1989. It arrived at an unknown port in the Persian Gulf in November 1989. It is alleged to have delivered oil to South Africa before its arrival at Jebel Dhanna, United Arab Emirates, on 29 January 1990.

91-043

43. The World Eminence is a tanker of 261,729 deadweight tons registered under the flag of Liberia. It is owned by Liberian Titan Transports Inc. (Liberia) and beneficially owned by World-Wide Shipping Agency Ltd. (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Singapore on 21 June 1989 and arrived at Mina al Fahal, Oman, around 1 July 1989. It is alleged to have delivered oil to South Africa before its arrival at Jebel Dhanna, United Arab Emirates, on 14 August 1989.

91-044

44. The Aias is a tanker of 259,442 deadweight tons registered under the flag of Cyprus. It is owned by Anole Marine Co. Ltd. (Cyprus) and beneficially owned by an unknown company c/o Pleiades Shipping Agents (Greece). The manager is Pegasus Ocean Services Ltd. (United Kingdom). It departed from Singapore on 16 December 1988. It is alleged to have delivered oil to South Africa before its arrival at Fujairah Anchorage on 30 March 1989.

91-045

45. The same ship departed from Pulau Bukom, Singapore, on 24 October 1989 and stopped at an unidentified port in the Persian Gulf around 1 November 1989. It is alleged to have delivered oil to South Africa before its arrival at Mina al Ahmadi, Kuwait, on an unknown date and passed through Port Said, Egypt, on 15 December 1989.

91-046

46. The same ship departed from Ain Sukhna, Egypt, on 25 June 1989. It is alleged to have delivered oil to South Africa before its arrival at Dubai, United Arab Emirates, on 1 October 1989.

91-047

47. The Aurora Borealis is a tanker of 237,156 deadweight tons registered under the flag of Greece. It is owned by Aurora Borealis Maritime (Liberia) and beneficially owned by Embiricos Shipping (Greece, United Kingdom). The manager is Buenamar Compania Naviera S.A. (Greece). It departed from Jebel Dhanna, United Arab Emirates, on 4 September 1989 and stopped at Das Island,

United Arab Emirates, on 5 September 1989. It is alleged to have delivered oil to South Africa before its arrival at Zirku Island, United Arab Emirates, on 18 October 1989.

91-048

48. The same ship departed from Pulau Bukom, Singapore, on 6 November 1989 and stopped at an unidentified port in the Persian Gulf around 30 November 1989. It is alleged to have delivered oil to South Africa before its arrival at Jebel Dhanna, United Arab Emirates, on 28 December 1989.

91-049

49. The Axon is a tanker of 219,287 deadweight tons registered under the flag of Liberia. It is owned by Brookstream Shipping Inc. (Liberia) and beneficially owned by an unknown company c/o Pleiades Shipping (Greece). The manager is Pegasus Ocean Services Ltd. (United Kingdom). It departed from Jebel Dhanna, United Arab Emirates, on 4 June 1989. It stopped at Zirku Island, United Arab Emirates, on 5 June 1989 and departed the next day. It is alleged to have delivered oil to South Africa before its arrival at Kharg Island, Islamic Republic of Iran, on an unknown date, and Singapore on 4 August 1989.

91-050

50. The Legro II is a combination carrier of 158,644 deadweight tons registered under the flag of Panama. It is owned by Conga Shipping Co. (Gibraltar) and beneficially owned by Invest 2000 A/S (Norway). The manager is P. D. Gram & Co. (Norway). It departed from Jebel Ali, United Arab Emirates, on 19 February 1989. It stopped at an unidentified port in the Persian Gulf before its arrival at Fujairah Anchorage on 4 April 1989. It departed on the same day. It is alleged to have delivered oil to South Africa before it passed through Istanbul, Turkey, on 20 May 1989.

91-051

51. The 3 Maj is a combination carrier of 59,930 deadweight tons registered under the flag of Malta. It is owned by Samp Shipping Co. Ltd. (Malta). It is beneficially owned and managed by Scorpio Ship Management S.A.M. (Monaco). It departed from Trieste, Italy, on 7 March 1989 and stopped at Piraeus, Greece, on an unknown date. It is alleged to have delivered oil to South Africa before its arrival at La Spezia, Italy, on 9 May 1989.

91-052

52. The Anax is a tanker of 259,449 deadweight tons registered under the flag of Liberia. It is owned by Treasure Shipping and beneficially owned by an unknown company c/o Pleiades Agents (Greece). The manager is Pegasus Ocean Services Ltd. (United Kingdom). It departed Singapore on 25 July 1989 and made stops at unidentified ports in the Red Sea and the Persian Gulf. It is alleged to have delivered oil to South Africa before its arrival at Jebel Dhanna, United Arab Emirates, on 16 October 1989.

91-053

53. The Graz is a tanker of 233,335 deadweight tons registered under the flag of Panama. It is owned by Ampleson c/o World-Wide Shipping Agency Ltd. and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Batangas, Philippines, on 18 September 1989 and stopped at an unidentified port in the Persian Gulf on an unknown date. It is alleged to have delivered oil to South Africa before its arrival at St. Eustatius, Netherlands Antilles, on 18 December 1989.

91-054

54. The Faroship L. is a tanker of 268,951 deadweight tons registered under the flag of Greece. It is owned by Elfilikon c/o Ceres Hellenic Shipping Enterprises Ltd. (Greece) and beneficially owned by G. P. Livanos/Carras Group (United Kingdom, Greece). The manager is Ceres Hellenic Shipping Ets. (Greece). It arrived at Khor Fakkan Anchorage on 12 February 1989 and departed on an unknown date. It is alleged to have delivered oil to South Africa before its arrival at Das Island, United Arab Emirates, on 21 June 1989.

91-055

55. The Fortuneship L. is a tanker of 264,198 deadweight tons registered under the flag of Greece. It is owned by the Elregina Inc. (Liberia) and beneficially owned by G. P. Livanos/Carras Group (United Kingdom). The manager is Ceres Hellenic Shipping Ets. (Greece). It departed from Khor Fakkan Anchorage on 25 January 1989. It is alleged to have delivered oil to South Africa before its arrival at Zirku Island, United Arab Emirates, on 15 June 1989.

91-056

56. The Illinois is a tanker of 290,767 deadweight tons registered under the flag of Liberia. It is owned by Illinois Tanker Co. (Liberia) and beneficially owned by Hadjipateras c/o Peninsular (Greece, United Kingdom). The manager is Dorian (Hellas) S.A. (Greece). It departed from Bahrain on 19 April 1989. It is alleged to have delivered oil to South Africa before its arrival at Kharg Island, Islamic Republic of Iran, on 2 September 1989. [Note: On 10 July 1991, the Mission of Bahrain submitted information to the Intergovernmental Group regarding this case. The information is under consideration by the Group.]

91-057

57. The Patriotic is a tanker of 253,998 deadweight tons registered under the flag of Greece. It is owned by Moonset Shipping Co. S.A. (Panama) and beneficially owned by C. M. Lemos (United Kingdom, Greece). The manager is Nereus Shipping S.A. (Greece). It departed from Juaymah Terminal, Saudi Arabia, on 3 December 1989. It is alleged to have delivered oil to South Africa before its arrival at Mina al Ahmadi, Kuwait, on an unknown date. It arrived at Mina al Fahal, Oman, on 17 January 1990.

91-058

58. The World Bermuda is a tanker of 271,580 deadweight tons registered under the flag of Panama. It is owned by Pengrandy c/o World-Wide Shipping Agency Ltd. (Hong Kong) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It passed through Suez, Egypt, on 1 January 1989 and stopped at an unidentified port in the Persian Gulf in January 1989. It is alleged to have delivered oil to South Africa before its arrival at Mina al Ahmadi, Kuwait, on an unknown date. It arrived at Zirku Island, United Arab Emirates, on 13 February 1989.

91-059

59. The World Eminence is a tanker of 261,729 deadweight tons registered under the flag of Liberia. It is owned by Liberian Titan Transports Inc. (Liberia) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Fujairah Anchorage on 7 February 1989. It is alleged to have delivered oil to South Africa before its arrival at Juaymah Terminal, Saudi Arabia, on 27 March 1989.

91-060

60. The World Harmony is a tanker of 259,596 deadweight tons registered under the flag of Panama. It is owned by Canwood Co. S.A. (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Singapore on 27 June 1989 and stopped at an unidentified port in the Persian Gulf on an unknown date. It is alleged to have delivered oil to South Africa before its arrival at Juaymah Terminal, Saudi Arabia, on 26 September 1989.

91-061

61. The same ship arrived at Fujairah Anchorage on an unknown date and departed on 22 November 1989. It is alleged to have delivered oil to South Africa before its arrival at an unidentified port in the Persian Gulf on 31 December 1989.

91-062

62. The World Prelude is a tanker of 265,243 deadweight tons registered under the flag of Panama. It is owned by Clover Company S.A. (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Singapore on 28 March 1989 and stopped at Mina al Fahal, Oman, around 1 April 1989. It is alleged to have delivered oil to South Africa before its arrival at Ras Tanura, Saudi Arabia, on 8 May 1989.

91-063

63. The World Renown is a tanker of 262,267 deadweight tons registered under the flag of Panama. It is owned by Konease c/o World-Wide Shipping Agency (Hong Kong) and beneficially owned by World-Wide Shipping Group (Hong Kong).

The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Ras Tanura, Saudi Arabia, on 19 May 1989. It is alleged to have delivered oil to South Africa before its arrival at Jebel Dhanna, United Arab Emirates, on 1 July 1989.

91-064

64. The Aspra is a tanker of 253,953 deadweight tons registered under the flag of Italy. It is owned by Commissionaria Gen. Italiana (Italy) and managed by Navigazione Alta Italia SpA (Italy). It departed from Singapore on 22 August 1988 and stopped at an unidentified port in the Persian Gulf around 1 September 1988. It is alleged to have delivered oil to South Africa before its arrival at Zirku Island, United Arab Emirates, on 5 October 1988.

91-299

65. The same ship departed from an unidentified port in the Persian Gulf on 27 September 1990. It is alleged to have delivered oil to South Africa before its arrival at Fujairah Anchorage on 16 November 1990.

91-300

66. The World Harmony is a tanker of 259,596 deadweight tons registered under the flag of Panama. It is owned by Canwood Co. S.A. (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Ras Shukheir, Egypt, on 29 January 1991 and stopped at Zeit Bay Terminal, Egypt, on the same day. It departed on 31 January 1991 and passed through Suez, Egypt, on 1 February 1991. It is alleged to have delivered oil to South Africa before its arrival at Ras Tanura, Saudi Arabia, on 5 March 1991. The cargo was owned by Gulf of Suez Petroleum Company/Suez Oil Company (Egypt).

91-301

67. The Graz is a tanker of 233,335 deadweight tons registered under the flag of Panama. It is owned by Ampleson, c/o World-Wide Shipping Agency Ltd. (Hong Kong) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It arrived at Fateh Terminal, United Arab Emirates, on 14 March 1991 and departed on 15 March 1991. It is alleged to have delivered oil to South Africa.

91-302

68. The World Brasilia is a tanker of 265,243 deadweight tons registered under the flag of Panama. It is owned by Clover Company S.A. (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Ras Shukheir, Egypt, on 22 February 1991. It is alleged to have delivered oil to South Africa before its arrival at Ras Tanura, Saudi Arabia, on 27 March 1991.

91-303

69. The same ship departed from Jebel Dhanna, United Arab Emirates, on 30 March 1991 and stopped at Zirku Island, United Arab Emirates, on the same

day. It departed on 31 March 1991 and it is alleged to have delivered oil to South Africa.

91-304

70. The World Summit is a tanker of 260,064 deadweight tons registered under the flag of Liberia. It is owned by Liberian Serenity Transports (Liberia) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Fateh Terminal, United Arab Emirates, on 10 March 1989. It is alleged to have delivered oil to South Africa before its arrival at an unidentified port in the Persian Gulf on 15 April 1989.

91-305

71. The Anax is a tanker of 259,449 deadweight tons registered under the flag of Liberia. It is owned by Treasure Shipping and beneficially owned by an unknown company, c/o Pleiades Agents (Greece). The manager is Pegasus Ocean Services Ltd. (United Kingdom). It arrived at Fateh Terminal, United Arab Emirates, on 22 March 1989 and departed on 23 March 1989. It is alleged to have delivered oil to South Africa before its arrival at Fujairah Anchorage on 26 April 1989.

91-306

72. The Cali is a tanker of 236,425 deadweight tons registered under the flag of Liberia. It is owned by Denetton Co. Ltd. (Liberia) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Jebel Dhanna, United Arab Emirates, on 4 May 1989 and stoped at Zirku Island on 5 May 1989. It is alleged to have delivered oil to South Africa before its arrival at Fateh Terminal, United Arab Emirates, on 11 June 1989.

91-307

73. The Pacificos is a tanker of 246,050 deadweight tons registered under the flag of Cyprus. It is owned by Gibbon Shipping Ltd. (Cyprus) and beneficially owned by Kulukundis Group (United Kingdom). The manager is Saipan SS Corp/Kassos Maritime (Greece). It departed from Zirku Island, United Arab Emirates, on 16 February 1990. It arrived at Mina al Fahal, Oman, on 28 February 1990 and departed on 1 March 1990. It is alleged to have delivered oil to South Africa before its arrival at an unidentified port on an unknown date.

91-308

74. The Aurora Borealis is a tanker of 237,156 deadweight tons registered under the flag of Greece. It is owned by Aurora Borealis Maritime (Liberia) and beneficially owned by Embiricos Shipping (Greece/United Kingdom). The manager is Buenamar Compania Naviera S.A. (Greece). It arrived at Jebel Dhanna, United Arab Emirates, on 24 March 1990 and departed on the following day. It is alleged to have delivered oil to South Africa before its arrival at an unidentified port on an unknown date.

91-309

75. The Aurora Astralis, presently named Chryssi, is a tanker of 227,440 deadweight tons registered under the flag of Greece. It is beneficially owned by Embiricos Shipping (United Kingdom). The manager is Buenamar Compania Naviera S.A. (Greece). It arrived at Fateh Terminal on 29 June 1990 and departed on the following day. It is alleged to have delivered oil to South Africa before its arrival at Fateh Terminal, United Arab Emirates, on 28 July 1990.

91-310

76. The Aurora Borealis is a tanker of 237,156 deadweight tons registered under the flag of Greece. It is owned by Aurora Borealis Maritime (Liberia) and beneficially owned by Embiricos Shipping (Greece, United Kingdom). The manager is Buenamar Compania Naviera S.A. (Greece). It arrived at Fateh Terminal on 27 August 1990 and departed on 28 August 1990. It is alleged to have delivered oil to South Africa before its arrival at an unidentified port on an unknown date.

91-311

77. The same ship departed from Fateh Terminal, United Arab Emirates, on 9 February 1991 and stopped at Kharg Island, Islamic Republic of Iran, on 10 January 1991. It is alleged to have delivered oil to South Africa before its arrival at Fujairah Anchorage on 7 February 1991.

ANNEX III

Survey of unclarified tanker calls at South African ports reported in 1990

The listing of ships in the present annex in no way implies a charge against or a passing of judgement on the individual States concerned or companies under their jurisdiction. The Intergovernmental Group is still verifying the information received and it continues to depend on the cooperation extended to it by Governments.

Case Number	Ship	Country of Registration	Last known porting a/	First South African porting	Date of first South African porting b/
90-091	Magic Sky	Liberia	Rio Grande, Brazil	Cape Town	24 December 1989 (pre)
90-095	El Omar	Unknown	Jeddah, Saudi Arabia	Cape Town	23 September 1989
90-096	Cosmos A	Malta	Rio Grande, Brazil	Durban	28 October 1989
90-097	Sinoe Vilmone c/	Bahamas	Mauritius, Mauritius	Durban	5 November 1989
90-098	Lucor Manor	Liberia	St. Helena, St Helena	Durban	20 October 1989
90-100	Bunga Sepang	Malaysia	Rio Grande, Brazil	Cape Town	5 September 1989 (post)
90-101	Magic Mercury	Liberia	Bahia Blanca, Argentina	Durban	4 September 1989
90-103	Magic Mercury	Liberia	Bahia Blanca, Argentina	Durban	19 February 1989
90-104	Kira	Panama	Barcelona, Spain	Durban	9 January 1990
90-105	Kira	Panama	Rotterdam, Netherlands	Durban	19 November 1989
90-106	Kira	Panama	Maputo, Mozambique	Durban	27 June 1989
90-107	Kira	Panama	Tenerife, Spain	Durban	13 April 1989
90-108	Kira	Panama	Dakar, Senegal	Richards Bay	25 January 1989 (pre)
90-109	Championventure 1 c/	Liberia	Mauritius, Mauritius	Durban	20 April 1989
90-110	Nand Vishnu	Bahamas	Buenos Aires, Argentina	Durban	29 August 1989
90-111	Nand Vishnu	Bahamas	Colombo, Sir Lanka	Durban	28 June 1989 (post)
90-114	Stolt Excellence	Liberia	Houston, United States	Durban	30 September 1989
90-116	Stolt Falcon	Liberia	Aratu, Brazil	Durban	7 October 1989
90-117	Stolt Falcon	Liberia	Pasir Gudang, Malaysia	Durban	21 August 1989

Case Number	Ship	Country of Registration	Last known porting a/	First South African porting	Date of first South African porting b/
90-118	Stolt Falcon	Liberia	Jubail, Saudi Arabia	Durban	9 May 1989
90-119	Stolt Osprey	Liberia	Aratu, Brazil	Durban	23 January 1989
90-120	Stolt Hawk	Liberia	Aratu, Brazil	Durban	7 August 1989
90-121	Stolt Hawk	Liberia	Mombasa, Kenya	Durban	22 June 1989
90-122	Stolt Heron	Liberia	Aratu, Brazil	Durban	9 November 1989 (post)
90-123	Stolt Condor	Liberia	Singapore, Singapore	Durban	13 December 1989 (post)
90-124	Stolt Condor	Liberia	Aratu, Brazil	Durban	15 June 1989
90-125	Stolt Eagle	Liberia	Aratu, Brazil	Durban	16 December 1989 (post)
90-126	Stolt Eagle	Liberia	Jubail, Saudi Arabia	Durban	27 October 1989
90-127	Stolt Eagle	Liberia	Aratu, Brazil	Durban	21 August 1989
90-128	Stolt Eagle	Liberia	Aratu, Brazil	Durban	3 April 1989
90-129	Chem Pioneer	Panama	Rio Grande, Brazil	Cape Town	24 August 1989 (post)
90-133	Hassai	Panama	Maputo, Mozambique	Durban	18 November 1989
90-134	Hoss	Panama	Rotterdam, Netherlands	Cape Town	25 March 1989 (post)
90-141	Nordanger/ Bow Selene	Norway	Texas City, United States	Durban	5 January 1989
90-151	Stolt Pride	Liberia	Texas City, United States	Durban	13 March 1989
90-152	Stolt Integrity	Liberia	Texas City, United States	Durban	28 June 1989
90-153	Stolt Spirit	Liberia	Houston, United States	Cape Town	19 August 1989 (pre)
90-154	Stolt Spirit	Liberia	New Orleans, United States	Durban	20 April 1989
90-155	Stolt Loyalty	Liberia	Texas City, United States	Cape Town	26 January (pre)
90-161	Athenian Olympics	Cyprus	Aratu, Brazil	Durban	18 October 1989

Case Number	Ship	Country of Registration	Last known porting a/	First South African porting	Date of first South African porting b/
90-162	Athenian Xenophon	Cyprus	Rio de Janeiro, Brazil	Durban	11 August 1989
90-168	Stolt Exporter	Liberia	Aratu, Brazil	Durban	16 January 1989
90-171	Austanger	Norway	Buenos Aires, Argentina	Durban	23 April 1989
90-173	Stolt Luisa Pando	Spain	Aratu Brazil	Durban	4 March 1989
90-175	Botany Troubadour	Panama	Beira, Mozambique	Durban	7 June 1989
90-177	Iran Behonar d/	Iran	Mombasa, Kenya	Durban	26 March 1989
90-183	Aurum	Norway	Rotterdam, Netherlands	Durban	30 August 1989
90-184	Jo Cypress	Netherlands	Las Palmas, Spain	Cape Town	9 January 1989 (pre)
90-185	Jo Cypress	Netherlands	Tenerife, Spain	Cape Town	27 October 1989 (pre)
90-186	Jo Cypress	Netherlands	Mombasa, Kenya	Durban	30 January 1989
90-191	Roxanne	Bahamas	Mombasa, Kenya	Durban	29 November 1989
90-192	Roxanne	Bahamas	Rio de Janeiro, Brazil	Cape Town	15 September 1989 (pre)
90-193	Mercantil Parati	Brazil	Rio Grande, Brazil	Cape Town	5 December 1989 (pre)
90-194	Mercantil Parati	Brazil	Bahia Blanca, Argentina	Durban	1 May 1989
90-196	Betula	Norway	Rotterdam, Netherlands	Richards Bay	3 February 1989 (post)
90-197	Goso Chemsun d/	Panama	Bandar Khomeini, Islamic Republic of Iran	Richards Bay	24 August 1989
90-198	Indio	Germany	Mombasa, Kenya	Durban	5 February 1989
90-201	Global Maceio	Brazil	Buenos Aires, Argentina	Cape Town	19 October 1989 (pre)

Case Number	Ship	Country of Registration	Last known porting a/	First South African porting	Date of first South African porting b/
90-203	Global Rio	Brazil	Necochea, Argentina	Cape Town	15 January 1989 (pre)
90-205	Stolt Sapphire	Liberia	Penang, Malaysia	Durban	19 June 1989
90-206	Conny	Liberia	Reunion, Reunion	Durban	12 October 1989
90-207	Conny	Liberia	Buenos Aires,Argentina	Durban	11 May 1989
90-209	Chloe II	Panama	Toamasina, Madagascar	Durban	15 November 1989
90-210	Atlantic Sif	Panama	Unknown port, Malaysia	Durban	29 November 1989 (post)
90-211	Atlantic Sif	Panama	Nacala, Mozambique	Durban	17 July 1989
90-212	Tenshun Maru	Japan	Old Kilpatrick, United Kingdom	Durban	28 May 1989
90-213	Emsgas	Germany	Santos, Brazil	Durban	24 October 1989
90-214	Tenhyoku	Panama		Durban	18 May 1989
90-215	Tenhyoku	Panama	Mombasa, Kenya	Durban	15 May 1989
90-216	Ledasas	Germany	Santos, Brazil	Durban	3 Augusut 1989
90-217	Ledasas	Germany	Santos, Brazil	Durban	5 Janumry 1989
90-219	Cailuna	Netherlands	Dar Es Salaam, United Republic of Tanzania	Durban	6 January 1990
90-220	Cailuna	Netherlands	Mombasa, Kenya	Durban	19 October 1989
90-221	Cailuna	Netherlands	Sines, Portugal	Durban	28 July 1989
90-222	Cailuna	Netherlands	Dar Es Salaam, United Republic of Tanzania	Richards Bay	10 May 1989 (post)
90-224	Golden Sunshine	Panama	Abidjan, Cote d'Ivoire	Durban	13 September 1989
90-225	Stolt Alliance	Panama	Rotterdam, Netherlands	Durban	29 June 1989
90-226	Grazia	Liberia	Dar Es Salaam, United Republic of Tanzania	Durban	20 December 1989
90-227	Grazia	Liberia	Rio de Janeiro, Brazil	Durban	6 October 1989

Case Number	Ship	Country of Registration	Last known porting a/	First South African porting	Date of first South African porting b/
90-228	Grazia	Liberia	New Orleans, United States	Durban	22 May 1989
90-230	Stolt Crown	Liberia	Yanbu, Saudi Arabia	Durban	26 September 1989
90-232	Bos Transporter	Bahamas	Kaohsiung, Taiwan (Province of China)	Richards Bay	25 March 1989 (post)
90-233	Champion c/	Liberia	Umm Said, Qatar	Durban	24 April 1989
90-234	Pinoak	Liberia	Singapore, Singapore	Richards Bay	24 September 1989 (post)
90-235	Pinoak	Liberia	Singapore, Singapore	Saldanha Bay	23 July 1989 (post)
90-236	Marksman	Bahamas	Jubail, Saudi Arabia	Richards Bay	15 November 1989 (post)
90-237	Ocean Sovereign	Cyprus	Kaohsiung, Taiwan (Province of China)	Unidentified Port	18 July 1989 (post)
90-238	Ocean Sovereign	Cyprus	Kaohsiung, Taiwan (Province of China)	Unidentified Port	7 May 1989 (post)
90-239	Ocean Sovereign	Cyprus	Singapore, Singapore	Unidentified Port	14 March 1989 (post)
90-240	Ocean Sovereign	Cyprus	Singapore, Singapore	Unidentified Port	31 December 1988 (post)
90-241	World Duality	Liberia	Singapore, Singapore	Richards Bay	14 April 1989 (post)
90-242	World Duality	Liberia	Jubail, Saudi Arabia	Richards Bay	23 February 1989 (post)
90-243	World Duet	Liberia	Singapore, Singapore	Richards Bay	12 July 1989 (post)
90-245	Sea Commander	Cyprus	Taichung, Taiwan (Province of China)	Unidentified Port	11 January 1989 (post)
90-246	Trade Fortitude	Liberia	Singapore, Singapore	Saldanha Bay	28 April 1989
90-250	Andros Aries	unknown	Singapore, Singapore	Richards Bay	28 August 1989 (post)
90-251	Lady Sky	Cyprus	Tubarao, Brazil	Saldanha Bay	8 November 1989 (post)

Case Number	Ship	Country of Registration	Last known porting a/	First South African porting	Date of first South African porting b/
90-252	Andros Atlas	unknown	Singapore, Singapore	Saldanha Bay	8 May 1989 (post)
90-253	Elbo Ore	Liberia	Hampton Roads, United States	Richards Bay	4 January 1989 (post)
90-254	Norman Merchant	Norway	New Orleans, United States	Richards Bay	26 April 1989 (post)
90-256	Batis	Greece	Das Island, United Arab Emirates	Unidentified port	4 December 1989 (post)
90-257	Batis	Greece	Singapore, Singapore	Saldanha Bay	7 September 1989(post)
90-258	Caucasus Maru	Japan	Singapore, Singapore	Saldanha Bay	20 April 1989 (post)
90-259	Blue Light	Liberia	Singapore, Singapore	Richards Bay	18 August 1989 (post)
90-260	Blue Light	Liberia	Hampton Roads, United States	Richards Bay	2 July 1989 (post)
90-261	Blue Light	Liberia	Jubail, Saudi Arabia	Richards Bay	1 April 1989 (post)
90-262	World Recovery	Liberia	Singapore, Singapore	Saldanha Bay	26 February 1989(post)
90-263	Hudson Bay 1	Panama	Jubail, Saudi Arabia	Saldanha Bay	3 August 1989 (post)
90-265	Amber	Panama	Singapore, Singapore	Saldanha Bay	26 November 1988 (post)
90-266	Andros Antares	Liberia	Singapore, Singapore	Saldanha Bay	17 June 1989 (post)
90-268	Elite g/	Panama	Umm Said, Qatar	Richards Bay	9 February 1989 (post)
90-269	Musashi Spirit	Panama	Singapore, Singapore	Saldanha Bay	26 March 1989 (post)
90-270	Amazon Maru	Japan	Singapore, Singapore	Saldanha Bay	23 July 1989 (post)
90-275	Repona	Isle of Man, United Kingdom	Singapore, Singapore	Saldanha Bay	13 September 1989
90-276	Repona	Isle of Man, United Kingdom	Seven Islands, Canada	Saldanha Bay	16 June 1989 (post)
90-278	Ocean Monarch	unknown	Kaohsiung, Taiwan (Province of China)	Richards Bay	9 April 1989 (post)
90-279	Hydrus	Italy	Singapore, Singapore	Saldanha Bay	27 August 1989 (post)

Case Number	Ship	Country of Registration	Last known porting a/	First South African porting	Date of first South African porting b/
90-280	Jacrah	Liberia	Mizushima, Japan	Saldanha Bay	1 September 1989 (post)
90-281	Jacrah	Liberia	Kaohsiung, Taiwan (Province of China)	Saldanha Bay	29 April 1989 (post)
90-282	Berge Odai	Norway	Singapore, Singapore	Richards Bay	3 September 1989
90-283	Berge Odai	Norway	Kure, Japan	Richards Bay	21 April 1989 (post)
90-284	Berge Odai	Norway	Sao Sebastiao, Brazil	Richards Bay	12 February 1987
90-285	Akent	Turkey	Iskenderun, Turkey	Saldanha Bay	21 March 1989 (post)
90-286	Akent	Turkey	Iskenderun, Turkey	Saldanha Bay	12 January 1989 (post)
90-288	Capetan Nicolas	Bahamas	Singapore, Singapore	Saldanha Bay	14 September 1989
90-289	Aranaho	Hong Kong	Mobile, United States	Richards Bay	12 October 1989 (post)
90-290	Aranaho	Hong Kong	Mobile, United States	Richards Bay	6 June 1989 (post)
90-291	Thorshavn	Norway	Tubarao, Brazil	Saldanha Bay	10 July 1989 (post)
90-292	Choctaw	Hong Kong	Singapore, Singapore	Saldanha Bay	7 January 1989 (post)
90-293	Thalassini Niki	Cyprus	Dar Es Salaam, United Republic of Tanzania	Richards Bay	23 June 1989 (post)
90-294	Ocean Carrier	Cyprus	Singapore, Singapore	Saldanha Bay	5 May 1989 (post)
90-295	Ocean Commander	Cyprus	St. Eustatius, Netherlands Antilles	Richards Bay	27 July 1989 (post)
90-296	Ocean Commander	Cyprus	Baltimore, United States	Richards Bay	31 October 1989 (post)
90-297	Hansa	Hong Kong	Singapore, Singapore	Richards Bay	10 March 1989 (post)
90-298	Hansa	Hong Kong	Hampton Roads, United States	Richards Bay	1 October 1989 (post)
90-300	Jahre Rose	Norway	Mobile, United States	Richards Bay	27 April 1989 (post)
90-301	Oslo	Italy	Augusta, Italy	Richards Bay	19 November 1989 (post)
90-302	Oslo	Italy	Fos, France	Richards Bay	30 August 1989 (post)

Case Number	Ship	Country of Registration	Last known porting a/	First South African porting	Date of first South African porting b/
90-303	Osio	Italy	Augusta, Italy	Richards Bay	2 July 1989 (post)
90-304	Osio	Italy	Augusta, Italy	Richards Bay	27 April 1989 (post)
90-305	Osio	Italy	La Spezia, Italy	Richards Bay	16 February 1989 (post)
90-306	Ocean Pioneer	Cyprus	Singapore, Singapore	Richards Bay	17 June 1989 (post)
90-307	Ocean Pioneer	Cyprus	Hampton Roads, United States	Unidentified Port	21 February 1989 (post)
90-308	Rhine Ore	Panama	Kisarazu, Japan	Saldanha Bay	16 May 1989 (post)
90-309	Berge Athena	Norway	Villanueva, Philippines	Saldanha Bay	18 January 1989 (post)
90-311	Jahre Pearl	Norway	Singapore, Singapore	Richards Bay	24 May 1989 (post)
90-312	Aelio	Liberia	Fujairah Anchorage United Arab Emirates	Richards Bay	21 September 1989 (post)
90-316	Hoegh Fountain	Bahamas	Amsterdam, Netherlands	Richards Bay	9 October 1989 (pre)
90-317	Obo Hawk	Norway	Singapore, Singapore	Richards Bay	3 March 1989 (post)
90-320	Osco Cecilia	Liberia	Tarragona, Spain	Richards Bay	13 May 1988 (post)
90-321	Osco Cecilia	Liberia	Tees, United Kingdom	Richards Bay	21 March 1988 (post)
90-322	Kristina Cob	Panama	Buenos Aires, Argentina	Durban	16 March 1989
90-324	Jomaso	Norway	Rotterdam, Netherlands	Durban	10 September 1989
90-326	Betula	Norway	Abidjan, Cote d'Ivoire	Richards Bay	27 April 1989 (post)
90-327	Marimold	Panama	Apapa/Lagos, Nigeria	Durban	10 May 1989
90-328	Stolt Surf	Liberia	Rio de Janeiro, Brazil	Durban	23 February 1989
90-329	Horsas Voyager	Norway	Houston, United States	Richards Bay	17 February 1989 (post)
90-330	Tanktrader I	Panama	Abidjan, Cote d'Ivoire	Durban	28 October 1989
90-331	Tanktrader I	Panama	Maputo, Mozambique	Durban	3 November 1989

a/ Last known porting refers to the last port at which a call was reported prior to the first reporting of the ship at a South African port, according to the sources of information available to the Intergovernmental Group. The inclusion of this information does not imply that any oil possibly delivered to South Africa in such cases was necessarily loaded at that port.

b/ In cases where a date for the first South African porting was not available, the dates of the prior porting, or the next subsequent porting, are given, whichever is closer, and the notations "post" or "pre" are used, respectively.

c/ The Mission of Mauritius submitted information. Additional information awaited from flag States.

d/ The Mission of the Islamic Republic of Iran submitted information which is under consideration by the Group.

e/ The Mission of Qatar submitted information. Additional information awaited from flag States.

ANNEX IV

Survey of unclarified tanker calls at South African ports reported in 1991

The listing of ships in the present annex in no way implies a charge against or a passing of judgement on the individual States concerned or companies under their jurisdiction. The Intergovernmental Group is still verifying the information received and it continues to depend on the cooperation extended to it by Governments.

Case No	Ship	Country of registration	Last known porting a/	First South African	Date of first South African porting b/
91-065	Ambra Hawk	Norway	Ras Tanura, Saudi Arabia	Saldanha Bay	19 June 1990 (post)
91-066	Ambra Hunter	Norway	Singapore, Singapore	Saldanha Bay	25 June 1990 (pre)
91-067	Ambra Hunter	Norway	Tubarao, Brazil	Saldanha Bay	21 August 1990 (post)
91-068	Andros Aries	Greece	Singapore Singapore	Saldanha Bay	13 March 1990 (post)
91-069	Arapaho	Hong Kong	New Orleans, United States of America	Richards Bay	23 March 1990 (post)
91-070	Arrow Combiner	Norway	Brixham, United Kingdom	Saldanha Bay	3 March 1990 (post)
91-071	Atsuta Maru	Japan	Singapore, Singapore	Saldanha Bay	9 March 1990 (post)
91-072	Atsuta Maru	Japan	Singapore, Singapore	Saldanha Bay	26 September 1990 (post)
91-073	Bakri Navigator	Panama	Toamasina, Madagascar	Durban	22 September 1990
91-074	Bakri Navigator	Panama	Toamasina, Madagascar	Durban	5 January 1990
91-076	Barbarossa	Italy	Rio Grande, Brazil	Durban	25 January 1990
91-077	Barbarossa	Italy	Pasir Gudang, Malaysia	Durban	12 April 1990

Case No	Ship	Country of registration	Last known porting a/	First South African	Date of first South African porting b/
91-078	Barbarossa	Italy	Mauritius, Mauritius	Durban	6 October 1990
91-079	Barbarossa	Italy	Bahia Blanca, Argentina	Durban	18 November 1990
91-080	Batis	Greece	Djibouti, Djibouti	Saldanha Bay	27 February 1990 (post)
91-081	Berge Odei	Norway	Mobile, United States	Richards Bay	3 May 1990
91-082	Berge Athena	Norway	Port Walcott, Australia	Saldanha Bay	28 December 1990
91-083	Bergebonde	Norway	Baltimore, United States	Richards Bay	28 March 1990 (post)
91-084	Bergebonde	Norway	Hampton Roads, United States	Richards Bay	14 January 1991
91-085	Betula	Norway	Port Sudan	unidentified port	5 February 1990 (post)
91-086	Betula	Norway	Toamasina, Madagascar	Durban	10 May 1990
91-087	Botany Triton	Panama	Fremantle, Australia	Durban	4 January 1991
91-088	Botany Troubadour	Panama	Albany, Australia	Durban	31 March 1990
91-089	Botany Tradition	Panama	Fremantle, Australia	Durban	25 May 1990
91-090	Botany Tradition	Panama	Buenos Aires, Argentina	Cape Town	6 August 1990 (pre)
91-091	Botany Tradition	Panama	Fremantle, Australia	Durban	18 September 1990
91-093	Botany Tradition	Panama	Fremantle, Australia	Durban	7 January 1991
91-094	Botany Trinity	Panama	Adelaide, Australia	Durban	5 March 1991

Case No	Ship	Country of registration	Last known porting a/	First South African	Date of first South African porting b/
91-095	Bow Fortune	Norway	Penang, Malaysia	Durban	13 January 1990
91-096	Bow Fortune	Norway	Penang, Malaysia	Durban	1 June 1990
91-097	Bow Fortune	Norway	Dar eu Salaam, United Republic of Tanzania	Durban	17 December 1990
91-098	Bow Sun	Norway	Singapore, Singapore	Durban	12 April 1990
91-099	Bow Sun	Norway	Mombasa, Kenya	Durban	19 August 1990
91-100	Bow Spring	Norway	Singapore Singapore	Durban	8 February 1990
91-101	Bow Cedar	Norway	Buenos Aires, Argentina	Durban	31 March 1990
91-102	Bow Cedar	Norway	Dar es Salaam, United Republic of Tanzania	Durban	22 October 1990
91-103	Bow Fighter	Norway	Penang, Malaysia	Durban	12 May 1990
91-104	Bow Fighter	Norway	Mombasa, Kenya	Durban	10 September 1990
91-105	Bow Sky	Norway	Mauritius, Mauritius	Durban	11 February 1990
91-106	Bow Sky	Norway	Morehead City, United States	Durban	29 April 1990
91-107	Bow Star	Norway	New Orleans, United States	Durban	25 February 1990
91-108	Bow Star	Norway	El Jorf Lasfar, Morocco	Durban	1 December 1990

Case No	Ship	Country of registration	Last known porting a/	First South African	Date of first South African porting b/
91-109	Bow Sea	Norway	Morehead City, United States	Durban	8 August 1990
91-110	Bow Sea	Norway	Texas City, United States	Durban	21 January 1990
91-112	British Ranger	Gibraltar	Kharg Island, Islamic Republic of Iran	Walvis Bay, Namibia	19 February 1990
91-113	Bubiyan c/	Kuwait	Kuwait, Kuwait	Cape Town	1 July 1990
91-114	Bunga Sepang	Malaysia	Sao Francisco do Sul, Brazil	Durban	21 April 1990
91-115	Calluna	Netherlands	Nacala, Mozambique	Durban	25 May 1990
91-116	Calluna	Netherlands	Rotterdam, Netherlands	Durban	5 August 1990
91-117	Calluna	Netherlands	Mombasa, Kenya	Cape Town	24 October 1990 (post)
91-118	Championventure L.	Norway	Santos, Brazil	Durban	16 February 1990
91-119	Chembulk Clipper	Liberia	Buenos Aires, Argentina	Durban	30 October 1990
91-120	Chembulk Clipper	Liberia	Mauritius, Mauritius	Durban	15 November 1990
91-121	Chemi Pioneer	Liberia	Puerto Bolivar, Colombia	Cape Town	2 January 1991 (pre)
91-122	Chuy d/	Brazil	Huston, United States	Durban	4 April 1990
91-123	Cielo di Roma e/	Italy	Kandla, India	Cape Town	1 January 1990 (post)
91-124	Combi Sun	Norway	Mombasa, Kenya	Richards Bay	25 December 1990
91-125	Conny	Liberia	Mombasa, Kenya	Durban	17 November 1990
91-126	Cornelian	Panama	Zeebrugge, Belgium	Saldanha Bay	6 April 1990 (post)

Case No	Ship	Country of registration	Last known porting a/	First South African	Date of first South African porting b/
91-127	Cornelian	Panama	Amsterdam, Netherlands	Saldanha Bay	31 October 1990 (pre)
91-128	Deborah	Liberia	Port Walcott, Australia	Saldanha Bay	15 April 1990 (post)
91-129	Diamond	Norway	Mombasa, Kenya	Richards Bay	18 February 1990 (post)
91-130	Dimini Star	Panama	Mombasa, Kenya	Durban	3 July 1990 (pre)
91-131	Dolores	Norway	Dar es Salaam, United Republic of Tanzania	Durban	17 December 1990
91-132	E B Carrier	Turkey	Hampton Roads, United States	Richards Bay	6 November 1990 (pre)
91-133	Elbe Ore	Liberia	Seven Islands, Canada	Saldanha Bay	13 April 1990
91-135	Essi Flora	Norway	Fremantle, Australia	Durban	19 January 1990
91-136	Essi Flora	Norway	Mombasa, Kenya	Durban	22 June 1990
91-137	Essi Flora	Norway	Mombasa, Kenya	Durban	19 November 1990
91-138	Eternity f/	Singapore	Cilacap, Indonesia	Durban	12 February 1990
91-139	Everton	Panama	Puerto Cabello, Venezuela	Durban	16 July 1990
91-140	Falkanger f/	Norway	Cilacap, Indonesia	Cape Town	7 February 1990
91-141	Far Carrier	Norway	Rio Grande, Brazil	Durban	29 May 1990
91-142	Fuji Braves	Myanmar	Mauritius, Mauritius	Durban	21 June 1990
91-143	Garden Green	Liberia	Wakayama, Japan	Saldanha Bay	19 March 1990 (pre)
91-144	Garden Green	Liberia	Singapore, Singapore	Saldanha Bay	3 July 1990 (post)
91-145	Global Star	Greece	Europoort, Netherlands	Richards Bay	30 May 1990 (post)
91-146	Global Ling	Liberia	Singapore, Singapore	Saldanha Bay	22 September 1990 (post)

Case No	Ship	Country of registration	Last known porting a/	First South African	Date of first South African porting b/
91-151	Golden Unicorn	Bahamas	Buenos Aires, Argentina	Durban	26 May 1990
91-152	Golden Oak	Panama	Dar es Salaam, United Republic of Tanzania	Durban	12 January 1990
91-153	Grazia	Liberia	New Orleans, United States	Durban	21 October 1990
91-154	Grigorion	Cyprus	Las Palmas, Spain	Richards Bay	5 January 1990 (post)
91-157	Hessel	Panama	Huelva, Spain	Durban	3 February 1990
91-158	Hoegh Falcon	Bahamas	Amsterdam, Netherlands	Richards Bay	10 May 1990 (pre)
91-159	Hoegh Falcon	Bahamas	Dar es Salaam, United Republic of Tanzania	Richards Bay	28 November 1990 (post)
91-161	Hudson Bay	Panama	Europoort, Netherlands	Saldanha Bay	25 June 1990 (pre)
91-162	Hydrus	Italy	Ymuiden, Netherlands	Saldanha Bay	30 March 1990
91-163	Irenes Destiny	Greece	Hampton Roads, United States	Richards Bay	1 April 1990 (pre)
91-164	Irenes Destiny	Greece	Singapore, Singapore	Richards Bay	6 May 1990 (post)
91-165	Iver Hawk	Norway	Rio Grande, Brazil	Durban	3 June 1990
91-166	Jahre Rose	Norway	Hampton Roads, United States	Richards Bay	6 March 1990 (post)
91-167	Jo Hega	Liberia	St. Helena, St. Helena	Durban	8 October 1990
91-168	Jo Lonn	Netherlands	Morehead City, United States	Durban	17 February 1990
91-169	Jo Rowan	Norway	Santos, Brazil	Durban	31 January 1990
91-171	Jo Cypress	Netherlands	Dar es Salaam, United Republic of Tanzania	Richards Bay	23 March 1990 (post)

Case No	Ship	Country of registration	Last known porting a/	First South African	Date of first South African porting b/
91-172	Jo Cypress	Netherlands	St. Helena, St. Helena	Cape Town	1 July 1990 (pre)
91-173	Jo Cypress	Netherlands	St. Helena, St. Helena	Durban	28 January 1991
91-174	Jubilee Venture	Liberia	Maceio, Brazil	Durban	20 December 1990
91-175	Kakuko Maru	Japan	Dampier, Australia	Cape Town	6 June 1990
91-176	Kashee	Cyprus	Singapore, Singapore	unidentified port	10 January 1991 (post)
91-177	Katerina P.	Liberia	Dar es Salaam, United Republic of Tanzania	Durban	20 December 1990
91-178	Kiho Maru	Japan	Kakogawa, Japan	Saldanha Bay	30 May 1990 (pre)
91-179	Klichem Baltic	Bahamas	Dar es Salaam, United Republic of Tanzania	Durban	8 August 1990
91-181	Kira	Panama	Tenerife, Spain	Durban	16 March 1990
91-182	Kira	Panama	Le Havre, France	Durban	7 June 1990
91-184	Kira	Panama	Huelva, Spain	Durban	14 August 1990
91-185	Kira	Panama	Rio de Janeiro, Brazil	Durban	29 October 1990
91-186	Linardos	Malta	Las Palmas, Spain	Saldanha Bay	7 November 1990 (post)
91-187	Maasdijk	Norway	Singapore, Singapore	Durban	8 January 1991
91-188	Magic Mercury	Liberia	Buenos Aires, Argentina	Cape Town	1 March 1990 (pre)
91-189	Magic Mercury	Liberia	Buenos Aires, Argentina	Durban	16 April 1990
91-190	Magic Mercury	Liberia	San Lorenzo, Argentina	Durban	13 June 1990
91-191	Magic Sky	Liberia	Rio Grande, Brazil	Durban	11 May 1990
91-192	Mandan	Hong Kong	New Orleans, United States	Richards Bay	23 May 1990 (pre)

Case No	Ship	Country of registration	Last known porting a/	First South African	Date of first South African porting b/
91-193	Handan	Hong Kong	Hampton Roads, United States	Richards Bay	25 October 1990 (pre)
91-195	Mariagia	Italy	Tees, United Kingdom	Durban	25 May 1990
91-197	Magic Lady	Liberia	Rio Grande, Brazil	Durban	23 May 1990
91-198	Mount Athos	Cyprus	Singapore, Singapore	Saldanha Bay	5 April 1990 (post)
91-199	Mount Athos	Cyprus	Singapore, Singapore	Richards Bay	14 October 1990 (post)
91-200	MCC Yamamah	Norway	Algeciras, Spain	Durban	30 April 1990
91-201	MCC Madinah	Norway	Morehead City, United States	Cape Town	5 April 1990
91-202	MCC Madinah	Norway	Tampa, United States	Durban	17 September 1990
91-203	MCC Tihamah	Norway	Tees, United Kingdom	Durban	9 August 1990
91-204	MCC Gizan	Norway	Penang, Malaysia	Durban	4 January 1991
91-205	MCC Hairan	Norway	Tenerife, Spain	Durban	9 January 1991
91-206	MCC Baha	Norway	Kuantan, Malaysia	Durban	21 November 1990
91-208	MCC Jouf	Norway	Mombasa, Kenya	Durban	12 March 1990
91-209	MCC Jouf	Norway	Dar es Salaam, United Republic of Tanzania	Durban	24 July 1990
91-210	Norsea Voyager	Norway	Tees, United Kingdom	Richards Bay	6 July 1990 (pre)
91-211	Norsea Runner	Norway	Terneuzen, Netherlands	Durban	9 February 1990
91-212	Obo Deniz	Turkey	Hampton Roads, United States	Saldanha Bay	15 March 1990 (post)
91-213	Obo Engin	Turkey	Amsterdam, Netherlands	Saldanha Bay	9 August 1990 (pre)

Case No	Ship	Country of registration	Last known porting a/	First South African	Date of first South African porting b/
91-214	Ocean Campaigner	Province of Taiwan	Singapore, Singapore	Durban	3 September 1990
91-215	Ocean Campaigner	Province of Taiwan	Singapore, Singapore	Richards Bay	16 December 1990 (post)
91-216	Ocean Carrier	Cyprus	Genoa, Italy	Saldanha Bay	18 December 1990 (post)
91-217	Ocean Merchant	Cyprus	Las Palmas, Spain	Saldanha Bay	18 December 1990 (post)
91-218	Ocean Servant	Liberia	Gijon, Spain	Saldanha Bay	28 September 1990 (pre)
91-219	Ocean Mandarin	Province of Taiwan	Kakogawa, Japan	Richards Bay	17 June 1990 (pre)
91-220	Ocean Sovereign	Cyprus	Singapore, Singapore	Richards Bay	21 February 1990 (post)
91-221	Ocean Sovereign	Cyprus	Singapore, Singapore	unidentified port	12 July 1990 (post)
91-222	Ocean Sovereign	Cyprus	Singapore, Singapore	Richards Bay	15 October 1990 (post)
91-223	Oui Producer d/	Norway	Balikpapan, Indonesia	Durban	2 March 1990
91-224	Pawnee	Hong Kong	New Orleans, United States	Richards Bay	28 May 1990 (post)
91-225	Petrobulk Silvera	Norway	Buenos Aires, Argentina	Durban	6 July 1990
91-226	Pinoak	Liberia	Singapore, Singapore	Richards Bay	7 August 1990 (post)
91-227	Pinoak	Liberia	Hampton Roads, United States	Saldanha Bay	24 November 1990 (post)
91-228	Rhine Ore	Panama	Singapore, Singapore	Saldanha Bay	27 January 1990
91-229	Rhine Ore	Panama	Singapore, Singapore	Saldanha Bay	4 June 1990
91-230	Rhine Ore	Panama	Port Walcott, Australia	Saldanha Bay	19 October 1990 (post)
91-231	Rokko San	Panama	Singapore, Singapore	Richards Bay	23 January 1990 (pre)
91-232	Rokko Sun	Panama	Singapore, Singapore	Saldanha Bay	17 July 1990 (post)

Case No	Ship	Country of registration	Last known porting a/	First South African	Date of first South African porting b/
91-233	Rokko Sun	Panama	Tenerife, Spain	Saldanha Bay	8 February 1991 (post)
91-234	Roxanne	Bahamas	Houston, United States	Cape Town	6 July 1990 (pre)
91-235	Roxanne	Bahamas	Mombasa, Kenya	Durban	17 January 1991
91-236	Sanko Cherry	Liberia	Singapore, Singapore	Port Elizabeth	14 November 1990 (post)
91-237	Sea Braves	Liberia	Karachi, Pakistan	Durban	16 December 1990
91-238	Sea Commander	Cyprus	Singapore, Singapore	Richards Bay	2 February 1990 (post)
91-239	Sea Commander	Cyprus	Singapore, Singapore	Richards Bay	20 July 1990 (post)
91-240	Sea Victory	Liberia	Puerto Bolivar, Colombia	Richards Bay	10 January 1991 (pre)
91-241	Seatern	Norway	Toamasina, Madagascar	Durban	14 March 1990
91-243	Skrim	Panama	Singapore, Singapore	Saldanha Bay	25 May 1990 (post)
91-244	Skrim	Panama	Singapore, Singapore	Saldanha Bay	25 December 1990 (post)
91-245	Stainless Sailor	Panama	New Orleans, United States	Durban	19 May 1990
91-246	Stainless Sailor	Panama	New Orleans, United States	Durban	31 August 1990
91-247	Stainless Sailor	Panama	Dar es Salaam, United Republic of Tanzania	Durban	23 November 1990
91-248	Stainless Leader	Panama	New York, United States	Durban	24 February 1990
91-249	Stainless Leader	Panama	Pointe Noire, Congo	Durban	24 June 1990
91-250	Stainless Leader	Panama	New Orleans, United States	Durban	23 October 1990
91-251	Stainless Duke	Panama	Buenos Aires, Argentina	Durban	6 August 1990

Case No	Ship	Country of registration	Last known porting a/	First South African	Date of first South African porting b/
91-252	Stainless Duke	Panama	St. Anne Bay, Netherlands Antilles	Durban	2 December 1990
91-253	Stainless Mariner	Panama	Abidjan, Cote d'Ivoire	Durban	13 April 1990
91-254	Stainless Mariner	Panama	Mtwara, United Republic of Tanzania	Durban	16 August 1990
91-255	Stainless Mariner	Panama	Port of Spain, Trinidad and Tobago	Cape Town	2 January 1991 (pre)
91-256	Stainless Governor	Panama	Las Palmas, Spain	Durban	20 March 1990
91-257	Stainless Governor	Panama	Madre de Deus, Brazil	Durban	1 July 1990
91-258	Stainless Governor	Panama	Luanda, Angola	Durban	13 September 1990
91-259	Stainless Governor	Panama	Abidjan, Cote d'Ivoire	Cape Town	5 December 1990 (pre)
91-260	Stainless Fighter	Bahamas	Europoort, Netherlands	Cape Town	22 October 1990 (pre)
91-261	Stainless Supporter	Panama	Las Palmas, Spain	Durban	8 March 1990
91-262	Stainless Supporter	Panama	Rotterdam, Netherlands	Durban	24 July 1990
91-263	Stainless Supporter	Panama	Rio de Janeiro, Brazil	Durban	23 November 1990
91-264	Stainless Commander	Panama	Lagos, Nigeria	Durban	21 January 1990
91-265	Star Delaware	Bahamas	Tenerife, Spain	Saldanha Bay	21 August 1990
91-266	Statrader	Norway	Kharg Island, Islamic Republic of Iran	Durban	14 January 1991
91-267	Stolt Surf	Liberia	Port Kelang, Malaysia	Cape Town	18 January 1991 (pre)
91-268	Stolt Excellence	Liberia	St. Helena, St. Helena	Durban	25 January 1990
91-269	Stolt Excellence	Liberia	Morehead City, United States	Durban	6 September 1990
91-270	Stolt Eagle	Liberia	Aratu, Brazil	Durban	18 September 1990 (post)
91-271	Stolt Eagle	Liberia	Penang, Malaysia	Durban	3 December 1990

Case No	Ship	Country of registration	Last known porting a/	First South African	Date of first South African porting b/
91-272	Stolt Eagle	Liberia	Aruta, Brazil	Durban	4 January 1991 (post)
91-273	Stolt Hern	Liberia	Labuan, Malaysia	Cape Town	2 February 1990 (post)
91-274	Stolt Hawk	Liberia	Singapore, Singapore	unidentified port	7 November 1990 (pre)
91-275	Stolt Hawk	Liberia	Aratu, Brazil	Durban	29 November 1990 (post)
91-276	Stolt Topaz	Liberia	Aratu, Brazil	Durban	26 November 1990
91-277	Stolt Alliance	Panama	Mombasa, Kenya	Richards Bay	1 April 1990 (post)
91-278	Stolt Resolute	Liberia	Santos, Brazil	Durban	1 December 1990
91-279	Svangen	Panama	Mombasa, Kenya	Durban	24 September 1990
91-280	Theogennitor	Cyprus	Dar es Salaam, United Republic of Tanzania	Saldanha Bay	20 October 1990 (post)
91-281	Tenhiro	Panama	Lagos, Nigeria	Durban	7 February 1990
91-282	Tenhiro	Panama	Beira, Mozambique	Durban	27 August 1990
91-283	Tenhyaku	Panama	Rosario, Argentina	Durban	6 September 1990
91-284	Tiber Ore	Liberia	Ymuiden, Netherlands	Saldanha Bay	25 December 1990
91-285	Trade Endeavor	Liberia	Mobile, United States	Richards Bay	6 June 1990 (pre)
91-286	USA Maru	Japan	Singapore, Singapore	Saldanha Bay	21 March 1990 (post)
91-287	Vallabhbhai Patel	India	Tubarao, Brazil	Saldanha Bay	23 July 1990 (post)
91-288	Verazzano	Italy	Point Noire, Congo	Durban	17 April 1990
91-289	Vergo	Greece	Fujairah Anchorage, Persian Gulf	Richards Bay	24 August 1990 (post)
91-290	Wind Spirit	Norway	Dar es Salaam, United Republic of Tanzania	Durban	15 November 1990

Case No	Ship	Country of registration	Last known porting a/	First South African	Date of first South African porting b/
91-291	World Recovery	Greece	Singapore, Singapore	Saldanha Bay	18 May 1990 (post)
91-292	World Duality	Liberia	Singapore, Singapore	Richards Bay	22 April 1990 (post)
91-293	World Duality	Liberia	Singapore, Singapore	Saldanha Bay	10 August 1990 (post)
91-295	World Duet	Liberia	Singapore, Singapore	Richards Bay	8 July 1990 (post)
91-296	Yuar	Panama	Singapore, Singapore	Durban	16 February 1991
91-297	Zeus	Greece	Singapore, Singapore	Saldanha Bay	25 February 1990 (post)
91-298	Zeus	Greece	Tobata, Japan	Saldanha Bay	22 July 1990 (post)

a/ Last known porting refers to the last port at which a call was reported prior to the first reporting of the ship at a South African port, according to the sources of information available to the Intergovernmental Group. The inclusion of this information does not imply that any oil possibly delivered to South Africa in such cases was necessarily loaded at that port.

b/ In cases where a date for the first South African porting was not available, the dates of the prior porting, or the next subsequent porting, are given, whichever is closer, and the notations "post" or "pre" are used, respectively.

c/ The Mission of Kuwait informed the Group that the ship called at a South African port for emergency repairs.

d/ The Mission of Brazil informed the Group that the ship's cargo of propylene oil tetramer was delivered to Indonesia.

e/ According to the Mission of India, the ship unloaded its cargo of gas oil at the port of Kandla, India.

f/ The Mission of Indonesia informed the Group that the ship delivered naphtha to the United States of America.

كيفية الحصول على منشورات الأمم المتحدة

يمكن الحصول على منشورات الأمم المتحدة من المكتبات ودور التوزيع في جميع أنحاء العالم . استعلم عنها من المكتبة التي تتعامل معها أو اكتب إلى : الأمم المتحدة ، قسم البيع في نيويورك أو في جنيف .

如何购取联合国出版物

联合国出版物在全世界各地的书店和经销处均有发售。请向书店询问或写信到纽约或日内瓦的联合国销售组。

HOW TO OBTAIN UNITED NATIONS PUBLICATIONS

United Nations publications may be obtained from bookstores and distributors throughout the world. Consult your bookstore or write to: United Nations, Sales Section, New York or Geneva.

COMMENT SE PROCURER LES PUBLICATIONS DES NATIONS UNIES

Les publications des Nations Unies sont en vente dans les librairies et les agences dépositaires du monde entier. Informez-vous auprès de votre libraire ou adressez-vous à : Nations Unies, Section des ventes, New York ou Genève.

КАК ПОЛУЧИТЬ ИЗДАНИЯ ОРГАНИЗАЦИИ ОБЪЕДИНЕННЫХ НАЦИЙ

Издания Организации Объединенных Наций можно купить в книжных магазинах и агентствах во всех районах мира. Наводите справки об изданиях в вашем книжном магазине или пишите по адресу: Организация Объединенных Наций, Секция по продаже изданий, Нью-Йорк или Женева.

COMO CONSEGUIR PUBLICACIONES DE LAS NACIONES UNIDAS

Las publicaciones de las Naciones Unidas están en venta en librerías y casas distribuidoras en todas partes del mundo. Consulte a su librero o diríjase a: Naciones Unidas, Sección de Ventas, Nueva York o Ginebra.

Litho in United Nations, New York

04655—March 1992—2,875